"Land of brown heath and shaggy wood"
"Land of the mountain and the flood."

Broomielaw
Glasgow

CALEDONIAN RAILWAY

West Coast Royal Mail Route

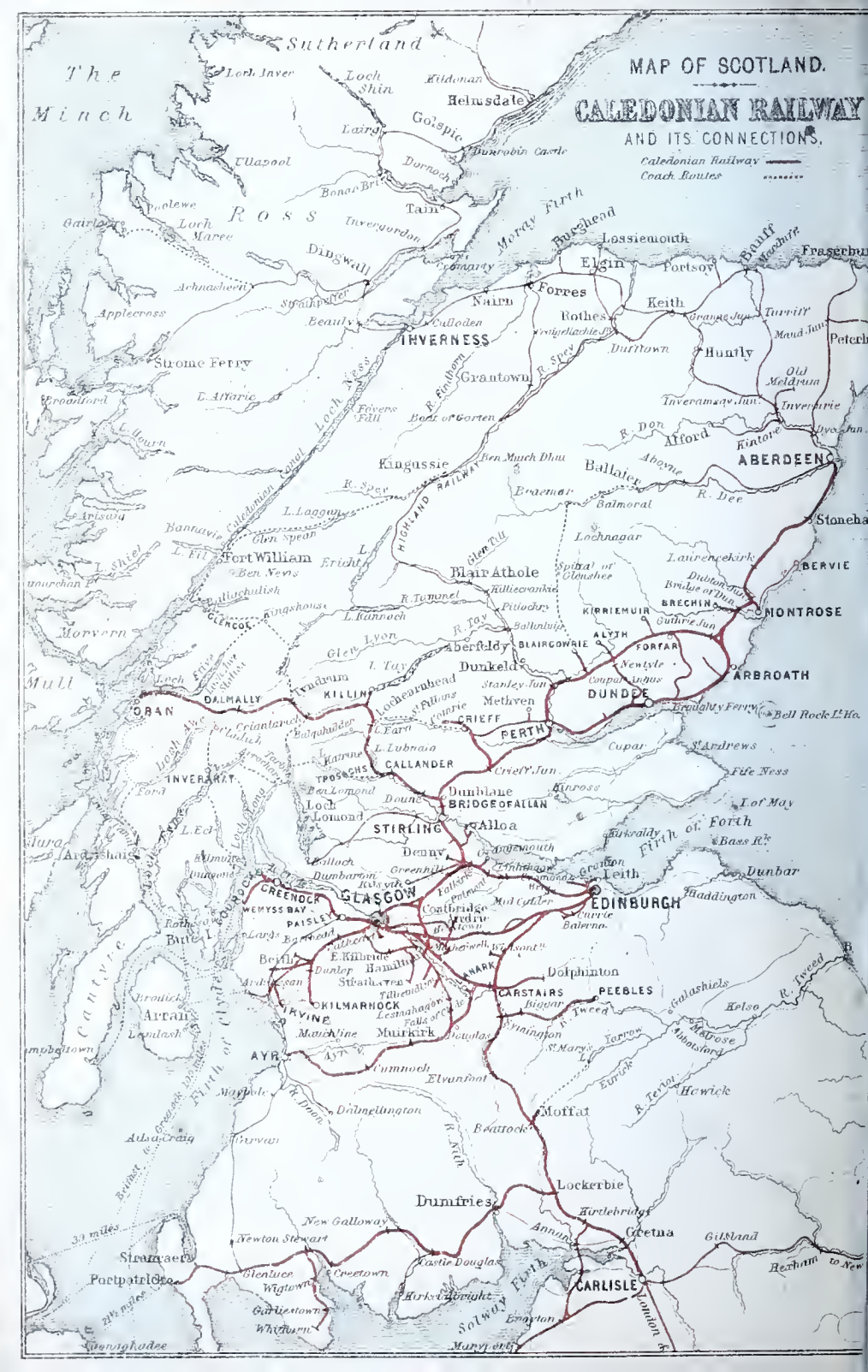
TOURS IN SCOTLAND

Edinburgh

Aberdeen

JAMES THOMPSON,
GENERAL MANAGER.

DOALE & Co LIMD GLASGOW & LONDON


MAP OF SCOTLAND.
CALEDONIAN RAILWAY
AND ITS CONNECTIONS.
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Tours in Scotland.

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302 BUCHANAN STREET,
GLASGOW.

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Kirtlebridge to Lockerbie, Dumfries, and Stranraer, etc.

Lockerbie to Beattock, Moffat, St. Mary's Loch, Land of Scott and the Ettrick Shepherd, etc.

Beattock to Symington, Biggar, Peebles, the Valley of the Tweed, etc.

Symington to Carstairs and Edinburgh, Cramond Brig, etc.

Carstairs to Lanark, Falls of Clyde, Ayr and Land of Burns, and Glasgow.

GLASGOW, Arran, Rothesay, Hamilton, Bothwell, and Bothwell Brig.

GLASGOW to Glenboig, and Law Junction to Glenboig and Larbert, etc , etc.

EDINBURGH to Larbert, Stirling, Dunblane, Callander, Trossachs, Lake of Menteith, Lochearnhead, Crieff, Killin, Loch Tay, Dalmally, Inveraray, and Loch Lomond.

Dalmally, Loch Awe, Ford, Ardrishaig, Connel Ferry, and Oban.

OBAN to Staffa and Iona; Loch Etive, Glencoe, and Ballachulish; Mull, Skye, and Gairloch; Fort-William, Caledonian Canal, and Inverness.

Dunblane to Crieff, Perth, Dundee, Arbroath, and Guthrie.

PERTH to Methven, Crieff, Sma' Glen, and Amulree.

PERTH to Coupar-Angus, Blairgowrie, and Braemar, *via* Spittal of Glenshee, Alyth, Forfar, Guthrie, Brechin, Montrose, and Aberdeen.

ABERDEEN to Balmoral, Inverurie, and Forres, Orkney and Shetland.

Perth to Dunkeld, Aberfeldy, Loch Tay, Pitlochry, Forres, and Inverness.

INVERNESS to Strome Ferry, Island of Skye, Wick, and Thurso.

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" Who hath not glow'd above the page where fame
Had fix'd high Caledon's unconquer'd name,
The mountain land which spurn'd the Roman chain,
And baffled back the fiery-crested Dane ;
Whose bright claymore, and hardihood of hand,
No foe could tame—no tyrant could command?
That race is gone—but still their children breathe,
And glory crowns them with redoubled wreath."

Byron.

"O Caledonia! stern and wild,
Meet nurse for a poetic child!
Land of brown heath and shaggy wood,
Land of the mountain and the flood,
Land of my sires! what mortal hand
Can e'er untie the filial band
That knits me to thy rugged strand!"

Scott.

CALEDONIAN RAILWAY.

TOURS IN SCOTLAND.

THERE is a natural desire on the part of most Americans to visit Scotland—that country which stands alone in regard to the quiet grandeur of its scenery—loch, mountain, glen, and coast No country in the world produces woods with such variety of foliage, waters with more frequent changes from the rushing torrent to the dark, still pool, nor mountains with a more constant alternation of light and shade, nor such a kaleidoscopic display of mountain, wood, rock, and water. Besides the scenery, almost every part of the country is hallowed in story and in song by associations of historical and poetical interest. It is the land of Wallace and of Bruce, of Burns and of Scott.

To point out to those of our American cousins who are likely to visit Scotland, how those scenes of natural grandeur and those places of historical, romantic, and scenic interest may be expeditiously, comfortably, and, as regards cost, reasonably visited, is the object of this *brochure*.

Visitors from America usually land in this country at Liverpool, Southampton, and London; or it may be at Glasgow.

The visitor landing at Southampton will naturally seek his way to London, and as all roads led to ancient Rome, so, in this case, all roads lead to Scotland. But the route which will

prove the most satisfactory in every respect to the traveller is that one which is justly called the Royal Mail Route, by reason of its being the route by which the mails are carried, and also by reason of the preference given to it by Her Majesty Queen Victoria, in her frequent journeys between Windsor Castle or Osborne and her beautiful Highland home at Balmoral, in Aberdeenshire.

Should the visitor, on arrival in London, wish to avail himself of this route, all he has to do is to call a hansom cab, say to the driver the word "Euston!" and he will soon find himself at the great London Terminus of the London and North-Western Railway Company, from which a splendid service of through express trains runs to Scotland. If he desires to travel during the day, he can do so in a most luxurious compartment. He can also dine on board the train as comfortably as in an hotel. If he prefers to travel at night, he can have a sleeping berth in the train, where he may rest as comfortably as if he were at home.

From Liverpool the visitor can get an equally splendid service of trains to Scotland from the Lime Street terminus of the London and North-Western Railway Company, which is within a short distance of the landing stage.

The London and North-Western Railway Company only take the traveller from London or Liverpool to Carlisle, in the county of Cumberland, where they hand him over to the Caledonian Railway Company.

The Caledonian Railway has been described by an American writer (Morris Phillips, editor of the *Home Journal*, New York) in the following words:—"The entire mileage of the "Caledonian Railway is 1,000 miles: the main line from Carlisle "to Aberdeen, over which the Queen travelled, is about 240 "miles. It traverses a beautiful country. From this great "trunk run out branches and connections by steamers in all

"directions, reaching to all big towns of the country, most of "the small ones, and all the districts famed in Scottish song or "history; the Highlands, the lochs, the seaboard, etc. The "road is a model road, and one of the best appointed in Great "Britain. The tourist, the student, and the sportsman are "offered strong inducements to avail themselves of the tours "arranged by the Caledonian Company."

The following table of junctions on the Caledonian Railway may be useful to the traveller in enabling him to understand at a glance what places may be reached from any particular junction:—

MILES FROM			NAME OF JUNCTION.	PLACES BRANCH LEADS TO.
Carlisle.	Edinburgh	Glasgow.		
17	84	85	Kirtlebridge, -	For Annan and the Solway Junction Line.
26	75	76	Lockerbie, - -	For Dumfries, Stranraer, and North of Ireland, etc
40	60	61	Beattock, - -	For Moffat and the land of Scott and the Ettrick Shepherd.
67	34	35	Symington, -	For Biggar and Peebles, Kelso, Melrose, Jedburgh, and Valley of the Tweed.
73	27	29	Carstairs, - -	For Edinburgh, Lanark, Douglas, Muirkirk, and Dolphinton; Ayr and the land of Burns.
84	...	18	Law, - - - -	Where the trains to Glasgow and the north diverge.
101	46	...	Glasgow, - -	Trains for Bothwell, Hamilton, Lanark, Falls of Clyde, Edinburgh, Greenock; Gourock, for steamers for Clyde watering-places; Wemyss Bay, for do.; Ardrossan, for steamers for Arran and North of Ireland, *via* Belfast; Kilmarnock, and other Ayrshire towns. Also for Stirling, Oban, Perth, Dundee, Aberdeen, etc.
97	...	9	Glenboig, - -	Where the trains from Glasgow join the south to north direct trains.
110	28	22	Larbert, - -	Where the trains from Edinburgh join the north trains. For Grangemouth, Alloa, Falkirk, Denny, and Kilsyth.
118	36	30	Stirling, - -	For the Dunfermline, Devon Valley, and Forth and Clyde lines.
123	41	35	Dunblane, - -	For Callander and Oban, Killin, Fort-William, and for Staffa and Iona, etc., etc.
135	53	47	Crieff Junction,	For Crieff, Comrie, St. Fillans, Loch Earn, etc.
151	69	63	Perth, - - -	Here trains for Dundee, Broughty Ferry, and Arbroath leave, and also the Highland Railway trains for Inverness, Dunkeld, Pitlochry, Nairn, and Wick; also trains for Crieff and Methven.
172	90	84	Dundee, - - -	For Newtyle and Alyth; for Forfar and Kirriemuir; and for Arbroath, Montrose, Brechin, and Aberdeen.
167	85	79	Coupar-Angus,	For Blairgowrie (4½ miles), and Spittal of Glenshee.
171	89	84	Alyth Junction,	For Alyth (5¼ miles), and Dundee (18 miles).
183	101	95	Forfar, - - -	A cross line to Dundee and the Kirriemuir Branch.
190	108	102	Guthrie, - - -	For Arbroath, Dundee, etc.
199	117	111	Bridge of Dun,	For Brechin (4 miles), and Valley of North Esk.
201	119	113	Dubton, - -	For Montrose (3 miles).
240	158	153	Aberdeen, - -	For Ballater, Balmoral, Braemar, and Keith, Forres, Inverness, etc., by the Great North of Scotland Ry.

Leaving CARLISLE Station, we have on our right Carlisle Castle and Cathedral, and crossing the River Eden, we traverse a long tract of level country. This is what used to be known as the "Border" or "debatable land," from the uncertainty in the olden times of its proprietors, the principle of proprietorship then being that

> "They should take who have the power,
> And they should keep who can."

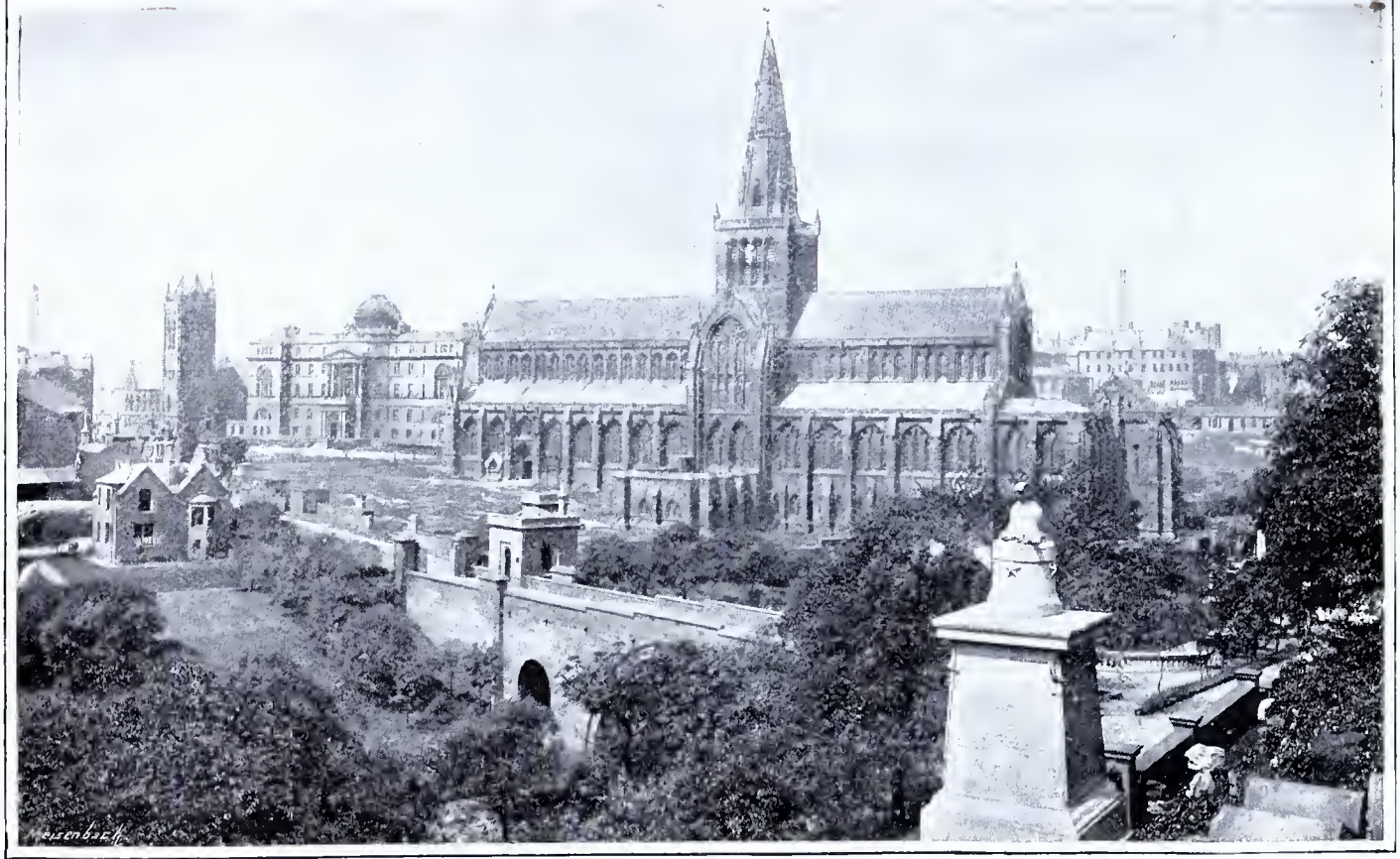
It was, however, chiefly occupied by the Armstrongs and Grahams—the latter of whom could put 500 horsemen in the field, and were thus a great power in holding the balance between the two countries, as may be inferred from the "Lay "of the Last Minstrel" saying—

> "Well friended, too, his hardy kin,
> Whoever lost were sure to win."

On our right, near the boundary line between England and Scotland, lies the scene of the battle of Solway Moss, fought in 1542. The tidings of the disastrous rout of the Scots, combined with the tidings of the birth of his daughter, the unfortunate Mary, caused King James V. to die of a broken heart.

Crossing the River Sark, nine miles from Carlisle, SCOTLAND is entered, and on the left is GRETNA GREEN, long famous for runaway marriages, especially of Southerners who could not get the knot tied in England. From Lord Chancellors downwards, many thousands in former times found their way here—at one time over 300 a-year. The ceremony was performed by the village blacksmith, who found it a more profitable employment than working at the anvil.

The district now entered is known as ANNANDALE, extending to the Summit, 10 miles beyond Beattock. The whole of Annandale is rich in relics and memories of the Roman times, of the great struggle between Bruce and Comyn for the Scottish crown, and of Border wars and forays. Its Roman antiquities



From a Photograph by G. W. Wilson & Coy.

Mr Carquodale & Co. Ltd., Glasgow & London.

GLASGOW CATHEDRAL.

CALEDONIAN RAILWAY TOURS IN SCOTLAND

and mediæval castles outnumber any other district of equal extent in Scotland.

A mile after passing Kilpatrick-Fleming, 13 miles from Carlisle, the pretty wooded Kirtle Glen is entered, where are the ruins of the old castles of Woodhouse, Bonshaw, etc. Here, in olden times, the "Bold Flemings" were burnt in their castle of Redhall rather than submit to the English. On the banks of the Kirtle is KIRKCONNEL, where rests Fair Helen, whose tragic fate was the origin of the pathetic ballad of "Fair Helen of Kirkconnel Lee."

KIRTLEBRIDGE JUNCTION is now reached, where passengers change for

Annan and Solway Junction Line.

The town of ANNAN is situated near the shores of the Solway Firth. It is a town of great antiquity, having been a Roman station. The town was burned by the English in 1298, and two years later Robert the Bruce built or repaired the castle, which he occasionally made a residence.

The Solway is celebrated for the quick ebb and flow of its tides, coming in sometimes breast high at the rate of 10 miles an hour. It is crossed by a railway viaduct about two miles long. A few miles to the east of the viaduct, on the English side of the Solway, is the village of BURGH-ON-SANDS, where Edward I., the "Hammer of the Scots," died on his way to crush the efforts then being made to free Scotland from the English yoke, and where he instructed his son to boil the flesh off his bones and carry them at the head of his army. This barbarous instruction, much to his son's credit, was not carried out, King Edward's body having been taken to London and buried in Westminster Abbey—the inscription on his tomb being, *Edwardus Primus Scotorum malleus hic est.*

Main Line.

Returning to the main line, after leaving Kirtlebridge, the

next station is ECCLEFECHAN. A short distance from the station stands the village of that name, where Thomas Carlyle, the Chelsea sage, was born, and in the churchyard of which he lies buried. The village has been generally identified as the "Entepfuhl" of his *Sartor Resartus*. A mile above the station, a fine view is got to the left of Annan and the Cumberland Hills, and in the adjoining valley stands the ancient castle of Hoddam, dating back to the fifteenth century. On the hill beyond is Repentance Tower, of which tradition tells many tales.

LOCKERBIE is the next station, from which there is a branch line to

Lochmaben, Dumfries, Castle-Douglas, Stranraer, and Portpatrick.

Along this branch the first town we come to is LOCHMABEN—

> "Marjory of the mony lochs,
> A carline auld and teuch."

The town is surrounded by a perfect cordon of lakes, in which is to be found a delicate species of trout called vendace, unknown elsewhere, and which can only be caught by a net. The castle, which is in ruins, and stands on the side of the Castle Loch, is claimed as the birthplace of Robert the Bruce, and it continued to be the residence of the Bruce family during the twelfth and thirteenth centuries.

The next town on the branch is DUMFRIES, which challenges notice for its terraces and pleasant walks beside the river, for its lines and groups of villas around its outskirts, and for its picturesqueness of aspect as seen from many a vantage ground in the near vicinity. It has been called by its admirers the "Queen of the South." It was in the Greyfriars Monastery here that Robert the Bruce slew the Red Comyn, and by this act rekindled the War of Independence begun by the hero of Scotland, Sir William Wallace. The town was sacked and burned

over and over again. It was also looted as late as the Rebellion of 1745, by Prince Charles Edward's (the Pretender) followers, since which time it has participated in the benign effects of peace and enlightenment.

Dumfries is broadly stamped with the name of Robert Burns, the poet. Here he resided for about five years, and died in a small house in Millbrae Street on 21st July, 1796—since his death called Burns Street. Nearly a hundred of his most popular songs, including "Auld Langsyne," "Scots wha hae wi' Wallace "Bled," "A Man's a Man for a' that," were written by him while living in Dumfries. The remains of Burns were buried in St. Michael's Churchyard, and over them has been erected a mausoleum in the form of a Grecian temple, containing a mural sculpture representing the Poetic Genius of Scotland throwing her mantle over Burns in his rustic dress at the plough. A fine marble statue, representing Burns resting on an old tree root in the act of producing one of his deathless lyrics, has been erected in front of Greyfriars Church, and was unveiled by the Earl of Rosebery in 1882.

About 15 miles north-west of Dumfries is the farm of Craigenputtock, the home for several years of Carlyle and his wife, where he wrote *Sartor Resartus*, and where he was visited by Emmerson, the American poet.

Immediately after leaving Dumfries the train crosses the River Nith and enters Kirkcudbrightshire. The first town we pass is DALBEATTIE, important only on account of its granite quarries. We pass on to CASTLE-DOUGLAS, at the north end of Carlinwark Loch. Up till 1765 it was a tiny hamlet known by the name of Causewayend. It was afterwards called Carlinwark, but was changed to its present name on becoming the property of Sir William Douglas in 1792.

On an islet of the River Dee, about one and a-half miles west of Castle-Douglas, stand the ruins of Threave Castle, built by

"Archibald the Grim," third Earl of Douglas. Here, at one time, the Douglases kept a retinue of more than 1,000 armed men. It was surrendered to James II. of Scotland in 1455, and passed into the possession of the crown. Continuing westward, we pass CROSSMICHAEL and PARTON Stations. Parton is situated near the southern end of Loch Ken, one of the most beautiful lochs in the south of Scotland. It is about 4½ miles long, and varies from 200 to 800 yards in width, is studded with islets, and fringed with plantations. Still proceeding westward, we cross the River Fleet on a high viaduct. On our left and a little in front will be noticed the hill of Cairnsmuir of Fleet. We now approach CREETOWN Station. This is the district in which the scene of Sir Walter Scott's "Guy Mannering" is laid, and a few miles south, on the shores of Wigtown Bay, are "Dick Hatterick's "Cave" and the "Gauger's Leap."

We next arrive at NEWTON-STEWART, situated on the River Cree, which divides Kirkcudbrightshire from Wigtownshire. The scenery up the River Cree is very beautiful. From Newton-Stewart a branch line runs south to

Wigtown and Whithorn.

WIGTOWN was the scene of the martyrdom of Agnes Wilson and Margaret M'Lachlan, commonly called the "Wigtown "martyrs," who were, on 11th May, 1685, tied to stakes at low water in Wigtown Bay and drowned by the rising of the Solway tide, for nonconformity to Episcopal church government, rebellion, and presence at field conventicles. A monumental obelisk has been raised on Windyhill to their memory.

WHITHORN, a place of hoar antiquity, is memorable as the home, and probably the birth-place, of St. Ringin or St. Ninian, the first known apostle of Scotland.

Continuing westward we reach GLENLUCE. From that station, situated at the head of Luce Bay, a beautiful view is

obtained. Away in the distance, to the south, is the Isle of Man, while to the right is the Mull of Galloway, and to the left is Burrow Head.

From Glenluce we pass CASTLE-KENNEDY Station, near which is the beautiful mansion and grounds of the Earl of Stair, and soon afterwards arrive at STRANRAER, situated at the head of Loch Ryan. It has an old castle in the centre of the town called Kennedy's Castle, at one time the residence of the "Bloody Claverhouse," while he was Sheriff of Galloway. From Stranraer splendid steamers run daily to LARNE, for BELFAST, in the north of Ireland—the distance being about 39 miles, and the length of passage being under two hours. The steamers connect with trains both at Stranraer and Larne.

The railway also connects with PORTPATRICK, on the west coast of the Rhinns of Galloway. It lies snugly sheltered in a small triangular opening of the rock-bound coast, and is recommended for invalids for shelter from the east winds of spring and early summer. A harbour was erected at a cost to the country of £500,000, which is lapsing into a state of ruin.

It is now necessary to return to Lockerbie to the main line.

Main Line—*Continued.*

After leaving Lockerbie we cross the River Dryfe. To the right will be observed a narrow valley, broadening out to a plain on our left. Immediately to the left stood the old Parish Church, but the impetuous river so often encroached on its grounds that the mysterious Thomas the Rhymer prophesied—

> "Let spades and shools do what they may,
> Dryfe will have Dryfesdale Church away."

And away it was taken and rebuilt at Lockerbie. The encroaching water had no more respect for the dead buried in the churchyard, and, in this connection, it is related that "a Dryfes-" dale man once buried a wife and married a wife in ae day,"

which fell out thus—A widower, after mourning for a reasonable time the spouse whom he had buried in Dryfesdale Churchyard, was proceeding on a wet and stormy day to take to him a second helpmate, when, crossing the bridge at the head of the bridal party, he saw the coffin of his former wife falling from "the Scaur" into the torrent, and gliding towards the spot on which he stood. To rescue it from the water and re-commit it to the earth was no long task, after which the wedding proceeded merrily.

Half-a-mile from Dryfebridge is the site of the battle of Dryfesands, fought between the rival clans of Maxwell and Johnstone in December, 1593. The former, though much superior in numbers, were routed and pursued with the loss of many men, including their commander, Lord Maxwell. Many of them, on reaching Lockerbie, were there cut down in a manner so ruthless as to give rise to the proverbial phrase for a severe wound, "a "Lockerbie lick."

The Johnstones have for many centuries been the leading family in Annandale. Their motto is "Nunquam non paratus," and an old rhyme says—

"Within the bounds of Annandale,
The gentle Johnstones ride,
They have been there a thousand years,
And a thousand years they'll bide."

The railway follows the course of the River Annan, and passing the stations of NETHERCLEUGH (near which is Spedlin's Tower, the ancient seat of the Jardine family), DINWOODIE, and WAMPHRAY, we reach BEATTOCK, 40 miles from Carlisle.

Moffat Branch.

From Beattock a branch, two miles long, runs to MOFFAT, which is justly famed for its mineral wells, and has long been the most popular summer resort in the south of Scotland. It is surrounded by many places of historical interest, and has

beautiful mountain and river scenery. In the hills round Moffat the Covenanters used to lie hid to hold conventicles and to elude the pursuit of their enemies.

The poet Burns frequently visited Moffat, and there wrote the famous song—

"O, Willie brewed a peck o' maut,
And Rab and Allan cam' to pree,
Three blyther hearts that lee lang night,
Ye widna find in Christendee."

There are several guide books to Moffat, giving particulars of its surroundings. During the season a coach runs to the beautiful St. Mary's Loch, so well described by Scott in "Marmion," and referred to by Wordsworth in "Yarrow "Visited"—

"The swan on still St. Mary's Lake
Floats double—swan and shadow."

On the west shore of the loch is the site of St. Mary's Church, the scene of the principal incident in the ballad of "Mary Scott," by James Hogg, the Ettrick Shepherd, author of "The Queen's "Wake," etc. This is the district of the Ettrick Shepherd. Driving from Moffat to St. Mary's Loch we pass within a short distance of the "*Grey Mare's Tail*," which has a fall of 350 feet in the Tail Burn from Loch Skene—"dark Loch Skene," as Scott has well named it—over a ledgy precipice. It is well worth a visit, being one of the finest cascades in Scotland. The noise made by the fall after heavy rains can be heard for miles, and we find that Scott has been true to nature when he sings—

"Through the rude barriers of the lake,
Away the hurrying waters break,
Faster and whiter, dash and curl,
Till down yon dark abyss they hurl;

Then issuing forth, one foamy wave,
And wheeling round the giant's grave,
White as the snowy charger's tail,
Drives down the pass of Moffatdale."

Five miles north of Moffat is the "Devil's Beef Tub," a deep hollow, which was made use of by the Border rievers for concealing their stolen cattle,

"When thieving and rieving, and foray and raid,
Were the handsomest forms of the great cattle trade,"

as described by Scott in his "Redgauntlet."

Main Line—*Continued.*

From Beattock Station to Beattock Summit, a distance of 10 miles, the railway passes up the valley of the River Evan, through an Alpine range of the Southern Highlands. At Beattock Summit the railway is 1,012 feet above sea level. When the Caledonian Railway was proposed in 1844, a great controversy took place as to the possibility of making a railway from Beattock to the Summit. It was believed to be absolutely impossible that there should ever be more than one railway from England into Scotland, and that was along the East Coast. LOCKE, the great engineer of the time, reported against the route now taken by the Caledonian Railway. Thanks, however, to the perseverance of the Annandale proprietors, the Act to make the railway was got, the line built, and the powerful engines of the Caledonian Company now in use on the line draw the trains up the hill to all appearance as easily as on the level. Close to the Summit are the sources of three rivers, viz., the Annan, falling into the Solway Firth; the Tweed, falling into the North Sea at Berwick; and the Clyde, flowing through Glasgow to the Firth of Clyde. So close are the sources of these rivers, that it has given rise to the time-honoured rhyme—

"Annan, Tweed, and Clyde
Rise a' out o' a'e hillside;
Tweed ran, Annan wan,
Clyde fell and broke its neck
Ower Corra Linn."

From a Photograph by Valentine & Sons.

McCorquodale & Co. Ltd., Glasgow & London.

BOTHWELL CASTLE.

CALEDONIAN RAILWAY TOURS IN SCOTLAND

Leaving the Summit, the railway passes into CLYDESDALE, looked down upon by the Lowther Hills. On the left, about a mile from the Summit, is the valley from which comes the Daer, a tributary of the Clyde. This valley is continued west into Nithsdale by Dalveen Pass, through magnificent scenery, in a district hallowed by memories of many of the Covenanters.

We now speed on with the grade in our favour, and soon reach ABINGTON, about six miles to the west of which stands the village of LEADHILLS. It is the highest village in Scotland, being over 1,400 feet above sea level. It is famous as the birth-place of Allan Ramsay, the poet, and also for its lead mines, which are the richest in Scotland. They were discovered in 1517, and are still worked. Gold was got in former times in the glen. The gold pieces coined had on one side a medallion of the head of James V. wearing a bonnet, hence the old word "Bonnet Piece." It is related that on one of James V.'s hunting excursions, when dining at the old castle of Crawford, he made an apology to the Foreign Ambassadors for the dinner, which was composed of what they had killed in the chase, saying the dessert would make amends, and that was a saucer to each filled with "Bonnet "Pieces." In the summer months a coach runs daily from Abington to Leadhills and Wanlockhead, another village situated amidst the lone hills, in connection with the trains, and it would be difficult to get a more enjoyable drive.

From Abington the railway runs close beside the River Clyde, crossing it at Lamington Station. LAMINGTON is a place of great antiquity, with a church which, so late as 1828, contained the "cutty stool" and "jouggs" of ecclesiastical penance. It was of this church that Burns wrote—

"As cauld a wind as ever blew,
A caulder kirk, and in't but few,
As cauld a minister 's e'er spak—
Ye'se a' be het ere I be back."

About two miles north of Lamington stands the ruin of Lamington Tower, the high wall of which can be seen from the railway. The old castle of Lamington was, during the invasion of Edward I. of England, attacked by Hazelrigg (whom Edward had created Earl of Clydesdale and Sheriff of Ayr), when Hugh de Bradfoote and his son were slain, his daughter Marion being carried off to Lanark. She was rescued by Sir William Wallace, and afterwards became his wife.

After passing Lamington, TINTO HILL comes into view on our left, crowned with an ancient cairn. A magnificent view is obtained from its summit—the Bass Rock on the east, the Grampians on the north, Goatfell and Ireland in the west, and the Cumberland hills in the south.

SYMINGTON is the next station, from which a branch runs off to

Biggar and Peebles.

Following that branch, we soon reach BIGGAR, an ancient town, and the scene of a battle in 1297 between Sir William Wallace and Edward I.'s troops, in which the English were defeated, and, according to Blind Harry, the chronicler of Wallace, 11,000 of their number slain. Near Biggar stands the ancient ruin of Boghall Castle, the seat of the Fleming family, who became Earls of Wigtown. Boghall Castle lodged Edward II. in 1310; Queen Mary in 1565. Regent Murray took it in 1568. Cromwell's troopers also took it in 1650. Sir Walter Scott visited its beautiful ruin in 1831, within a year of his death.

This is the district of the Gladstones—formerly called Gledstanes—the family from which the present British Prime Minister is descended. The village of Gladstone is about three miles from Biggar.

On leaving Biggar we traverse the valley of Biggar Water,

containing many Caledonian, Roman, and feudal remains, to the valley of the Tweed, near STOBO, from whence the railway runs alongside the Tweed all the way to Peebles. Beyond LYNE Station the Manor Water falls into the Tweed. It was in the valley of the Manor Water that the "Black Dwarf," one of Scott's characters, dwelt, and his cottage still remains. Half-a-mile further on the railway crosses the Tweed and enters PEEBLES. The situation of the town of Peebles is very beautiful and secluded, owing to the lofty hills which surround it. The climate is exceedingly healthy. Though the town stands 550 feet above sea level the air is not at all cold, the surrounding hills sheltering the town from the wind. The Cross Keys Hotel is interesting as being considered the original "Cleikum Inn," kept by Meg Dodds, referred to in Scott's "St. Ronan's Well."

About one and a-quarter miles west from the town stands Neidpath Castle, now a ruin. It is the strongest and most massive of the numerous feudal strongholds extant in Peeblesshire.

Peebles is a suitable centre from which to visit all those places of historical, poetical, and romantic interest with which the valleys of the Tweed and its tributaries abound, including the "Bush abune Traquair," St. Mary's Loch (the road to which passes through a wild mountain defile opening on to the Vale of Yarrow, in which is ALTRIVE, the cottage of Hogg, the Ettrick Shepherd, and which makes St. Mary's Loch an object of interest to lovers of poetry), Melrose, Dryburgh, Kelso, Abbotsford, and Jedburgh.

To return to the

Main Line.

After leaving Symington, we pass THANKERTON, with its memories of the Covenanters, and, crossing the Clyde, we pull up at CARSTAIRS.

Carstairs to Edinburgh.

At Carstairs, the line to Edinburgh goes off to our right and passes CARNWATH, Carnwath Moss, and Cowdailly Castle, the remains of which are situated on a corner of ground jutting into the Moss. This was formerly the seat of the Lord Somerville, and often visited by James IV., V., and VI. Tradition says it was named "Cowdailly" by James VI., who noticed that a cow, besides several sheep, was killed daily. In former times there was scarcely a house in the three adjoining parishes that had not a "Somerville's bairn" in it, but such are time's changes, there are few left, and the title is extinct.

The railway passes along a rather bleak country till we get about two miles beyond COBBINSHAW, where a fine view of the Firth of Forth and Fifeshire is spread out before the traveller, increasing in interest on passing MIDCALDER, to the left. EDINBURGH, the capital of the kingdom of Scotland, with its beautiful surroundings, comes in view, and is soon afterwards reached. There are many guides to the "Modern Athens," or, as the late Lord Tennyson called it, "the gray metropolis "of the North," the attractions of which are many (including the Castle, Holyrood Palace and Chapel, Arthur's Seat, Calton Hill, St. Giles' Cathedral, Greyfriars Church and Churchyard), and are so well known that there is no need to say anything about them here, except to add that the site of Edinburgh is one of the most picturesque in the world. It consists mainly of heights and hollows, acclivities and ravines, in much diversity of character, and commands, from numerous vantage grounds, brilliant panoramic views of sea and islands, extensive plains, and lofty mountains. Of its castle Burns wrote—

> "There, watching high the least alarms,
> Thy rough, rude fortress gleams afar,
> Like some bold veteran grey in arms,
> And marked with many a scar."

A splendid view of Edinburgh and the surrounding country can be got from the adjacent Blackford Hill, or the Braid Hills. Scott has well described the scene from the former hill in "Marmion," where he says—

"Still on the spot Lord Marmion stayed,
For fairer scene he ne'er surveyed.
When sated with the martial show
That peopled all the plain below,
The wandering eye could o'er it go,
And mark the distant city glow
With gloomy splendour red;
For on the smoke-wreaths, huge and slow,
That round her sable turrets flow,
The morning beams were shed,
And tinged them with a lustre proud,
Like that which streaks a thunder-cloud.
Such dusky grandeur clothed the height,
Where the huge castle holds its state,
And all the steep slope down,
Whose ridgy back heaves to the sky,
Piled deep and massy, close and high,
Mine own romantic town.
But northward far with purer blaze,
On Ochil mountains fell the rays,
And as each heathy top they kissed,
It gleamed a purple amethyst.
Yonder the shores of Fife you saw;
Here Preston Bay, and Berwick Law;
And, broad between them rolled,
The gallant Firth the eye might note,
Whose islands on its bosom float,
Like emeralds chased in gold.
Fitz-Eustace' heart felt closely pent;
As if to give his rapture vent.
The spur he to his charger lent,
And raised his bridle-hand,
And, making demi-volte in air,
Cried, 'Where's the coward that would not dare
To fight for such a land.'"

From Edinburgh several daily excursions can be made to places of interest in the neighbourhood, such as Lanark

for Falls of Clyde, the Pentland Hills, Hawthornden, Roslin, Cramond Brig, famous as the scene of one of the eccentric King James V.'s exploits; by steamer from Leith West Pier to Aberdour, Tantallon Castle, Inchcolm, with the remains of its beautiful abbey, Bass Rock, May Island, etc., etc.

Carstairs to Lanark, Muirkirk, and Ayr.

A short distance north of Carstairs a branch leaves the main line for Lanark, Douglas, Muirkirk, Ayr, and the Land of Burns.

The first town on the branch is LANARK, which is one of the most ancient towns in Scotland. It was a Roman station. Several of Agricola's camps in the neighbourhood are still visible, and it is one of the earliest of the Royal Burghs. The Castle Hill, on the south side of the town, was the seat of a Roman garrison. It was surmounted by a castle, which was a favourite residence of the early Scottish kings. Lanark was the scene of some of the earlier exploits of Sir William Wallace.

About three-quarters of a mile north-west of Lanark is a rare piece of romantic scenery—the Cartland Crags, forming the wall sides of a curving chasm, traversed by Mouse Water. They enclose a wild, gloomy, festooned space—at one time a much frequented retreat of the Covenanters. They also contain a cave, well known as one of "Wallace's Caves." A three-arched bridge by Telford spans the valley. A short distance away we come to the Roman bridge, which spans the River Mouse by a single arch.

Within an easy walk of Lanark are the

Falls of Clyde.

About a mile from Lanark we come to the village of NEW LANARK, which is romantically situated in an amphitheatre of

lofty wooded ridges, and commanding exquisite and extensive views; it was built in 1784 by Richard Arkwright and David Dale, cotton spinners. Here Robert Owen, the Socialist, conducted those schemes of social reform which brought to the village some of the crowned heads of Europe. A short distance beyond we enter Bonnington grounds. Proceeding along the avenue we pass the fall of Dundaff Linn, a kind of miniature of the greater falls. From here a footpath conducts to a standpoint where a splendid view can be had of the fall of CORRA LINN. This fall, which is the largest and finest in the kingdom, is said to have got its name from a Caledonian Princess who leaped on horseback into the chasm's abyss. The river here successively makes three leaps within a rocky, intricate, and wood-tufted amphitheatre,—a fall of a few feet, a fall of about 30 feet, followed by a cataract of 90 feet, and the final grand leap,—all these, when the river is in flood, merge into one grand cataract, and plunge into the abyss. Perhaps the most impressive view is that obtained from the side of the bed of the river, reached by a rustic staircase. We now traverse, for about three-quarters of a mile, a walk commanding a continuous series of romantic views of the river surging below, and containing another hiding place of the Hero of Scotland, and popularly called "Wallace's "Cave." BONNINGTON LINN, the uppermost of the falls, now comes into view, making a sheer leap of 30 feet, and split in two by a projecting rock. The fall is best seen from a rocky islet reached by a light iron bridge.

The falls of STONEBYRES, which are situated about two and a-half miles down the river, are reached by the public coach to Crossford. Stonebyres is approached from the main road by a footpath leading from a gate a little beyond the second milestone from Lanark. After passing through the wood we reach a seat in an opening, from whence a fine view of the fall is obtained. To get a closer view, we descend a rough path called Jacob's

Ladder, which takes us to the margin of the stream. The river here passes through a rocky crevice, only a few feet wide, engirt by a dark, rocky, wood-shagged amphitheatre, and makes three successive descents over rocky ledges, aggregating about 60 feet high. Although Stonebyres cannot rank with Corra Linn for force and grandeur, yet it presents a scene of sylvan beauty peculiarly attractive.

Returning to the road from Stonebyres, we pass on our left Stonebyres House, a picturesque mansion of the fifteenth century, and the coach draws up at Nethanfoot and Nethan Glen. Near the top of the glen we reach CRAIGNETHAN CASTLE, at one time a splendid baronial residence, where Queen Mary lodged for some days previous to the battle of Langside, in 1568, now a dilapidated ruin. Craignethan is the "Tillietudlem Castle" of Sir Walter Scott's "Old Mortality," and is within 5 minutes' walk of Tillietudlem Station of the Caledonian Railway. It can also be reached from Glasgow (Central Station).

Returning to the railway at Lanark, and resuming our railway journey, we find that immediately after leaving Lanark the line takes a south-western direction, and soon we arrive at DOUGLAS, an ancient place on the right banks of Douglas Water, interesting chiefly in connection with the ancient Church of St. Bride, the patron saint of the Douglas family. The choir of the church is in good preservation, and there are many monuments of the Douglas family in it. A short distance north-east of the town stands Douglas Castle, partly a modern structure, and partly the ruins of an ancient stronghold. This is the "Castle Dangerous" of Sir Walter Scott's last novel, and the last place to which he made a pilgrimage in Scotland.

About two miles beyond Douglas is Auchensaugh Hill, the scene of the Covenanters' renewal of the "Solemn "League and Covenant," while some miles to the north is

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TILLIETUDLEM CASTLE.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

the site of the battle of Drumclog, between the Covenanters and Claverhouse's troops, where the former were victorious. Indeed, the whole of the district hereabouts teems with memories of the Covenanters. The line passes westward to MUIRKIRK and AYR. There is a regular service of trains from the new station of the Caledonian Railway Company in Princes Street, Edinburgh, *via* Carstairs, Lanark, and Muirkirk, to Ayr, which is in the very heart of the Land of Burns, giving an opportunity to tourists, making their headquarters in Edinburgh, of visiting the birth-place of the poet and those scenes of which he sung.

Carstairs to Glasgow.

Between Carstairs and Glasgow we run through a country rich in minerals, but of little interest to the traveller. We pass LAW JUNCTION, where the direct through trains from the south to the far north branch off to our right. We soon after pass the busy town of MOTHERWELL, from which branches run to Lesmahagow, Hamilton, Coatbridge, etc.; then the residential and modern town of UDDINGSTON, to the left of which, on the banks of the Clyde, are the ruins of Bothwell Castle. Now we are flying through the ancient and Royal Burgh of RUTHERGLEN, to which Glasgow was at one time subject, and a few minutes afterwards we pull up in the Central Station of the great commercial City of GLASGOW, the citizens of which are proud to call it the "Second City of the Empire."

The city derives its name from the Celtic for "a dark "ravine," with reference, in all probability, to the ancient configuration of the ground near the Cathedral; for it is well known that the Molendinar Burn, now hid away and coursing through the city sewers, was at one time a beautiful and pellucid stream, meandering here between the greenest of banks, and dipping anon into the gloomiest of glens.

Early in the twelfth century the foundation of the present magnificent Cathedral was laid. No one who has seen it questions its magnificence. But for its preservation we should now have had but an inadequate idea of the perfection of Gothic architecture in the style of the Early English.

No one who visits Glasgow should leave without seeing the Cathedral; for whether it be viewed from the interior, with its glorious pillars, its brilliant colourings of Munich glass, its ancient crypt with its dreamy vistas and "dim religious light," or if one were to cross "The Bridge of Sighs," and view its exterior from the slopes of the near Necropolis, it is always impressive and beautiful.

Quite in proximity to the Cathedral, the University of Glasgow was founded 440 years ago, and a few years later it was established in High Street on the site now occupied by a railway station. Indeed, the Greek class-room in which Lushington and his illustrious predecessors taught is now no other than the left-luggage office of the College Station. In 1867 the present magnificent pile, from a design by Sir Gilbert Scott, was begun on Gilmorehill, near the western boundary of the city, and close to the River Kelvin and West End Park, and finished in 1870 at a cost of upwards of £500,000 sterling; and since then a Common Hall has been added, through the munificence of the present Marquis of Bute, at an expense of £60,000.

If the interest of the stranger should lead him to visit the University, he must not leave it until he has explored the treasures of the Hunterian Museum and the great Library; and his attention may be called to the outside staircase which originally stood at the entrance-hall of the old buildings in High Street, and was removed and re-erected on its present site.

Early in the last century Glasgow was but a moderately-sized town, with a population of 12,000; but now its inhabitants

number 800,000. Its credit is a potent factor in every corner of the globe, and its trade and commerce extend to the ends of the earth. Though not so picturesque as Edinburgh, its situation is beautiful, and its streets are clean and well built.

Apart from the trade of Glasgow, some of its public enterprises are worthy of study. At the beginning of the century the River Clyde was but a shallow, sluggish stream, which might almost at any time or place be forded with ease; but now it is a magnificent river, on which ships of the largest tonnage are navigated with safety. Its crowded wharfage is many miles in extent; and all this has been done, at an expenditure of nearly £8,000,000 sterling, by Glasgow men, and without Government aid in any form whatever.

Then there is the water supply, unequalled by any in the kingdom, bringing upwards of 42,000,000 gallons daily from the distant Loch Katrine. This was established in 1859, at a cost of upwards of £2,000,000 sterling. At the present time new works are being carried out, which will render the supply practically inexhaustible.

George Square has been called the Valhalla of Glasgow, and it contains monuments to a number of men who have made their names famous in history, in poetry, and in travels. The beauty of the Square is further enhanced by the equestrian statues of Queen Victoria and the late Prince Consort. On the south side of the Square stands the General Post Office, and the eastern side is entirely occupied by the new Municipal Buildings, which are well worthy of a visit, being among the finest in the kingdom.

Kelvingrove, or the West End Park, is of large extent, and may be classed among the finest examples of Sir Joseph Paxton's work. Full advantage has been taken of the picturesque valley of the Kelvin; and the wooded walks rising terrace upon terrace, from the bright *parterres* below to the flagstaff on the crest, are characterised by very great beauty indeed. The hill

on the eastern side of the valley is crowned by a splendid terrace of palatial residences. On the western side of the valley is Gilmorehill, with its pile of University buildings and classic tower; and far below, in the grove itself, by the bank of the broad stream, is a perfect Arcadia of quiet walks and shady retreats. And these latter are fully taken advantage of.

"Let us haste to Kelvingrove, bonnie lassie, O!
Through the mazes let us rove, bonnie lassie, O!
Where the rose in all her pride, paints the hollow dingle side,
Where the midnight fairies glide, bonnie lassie, O!"

In the park, and situated near the Sandyford entrance, is an interesting Museum, and it is intended shortly to begin the construction of Art Galleries in the park.

Pages might be devoted to the many places of historical interest of Glasgow, to a description of the beautiful drives in its vicinity, and to the architecture of its squares, its churches, and its streets; but perhaps enough has been said to give to the interested wayfarer sufficient encouragement to look out for these things for himself.

To a stranger arriving in a city the first question that naturally presents itself to him is: "Where am I to make my "home for the time I am to be here?" Fortunately for him, when he arrives by the Caledonian Railway at the Central Station in Glasgow the question is very easily answered, as within the precincts of the station he can get one of the best hotels in the United Kingdom

Glasgow, besides being the commercial capital of Scotland, has a claim upon the tourist which is of more importance to him —it is the best place for making his headquarters. Located in Glasgow, tourists can avail themselves to the best advantage of the enormous number of single-day trips which have been arranged by the Caledonian Company. From no other place in Scotland can he take advantage of the same number of those day trips.

They are far too numerous to admit of their being detailed here; but amongst the most notable of them are the daily runs of those widely-known Clyde steamers "Columba," "Iona," and "Lord of the Isles," each of which goes through the far-famed Kyles of Bute and up the lovely Loch Fyne, the two former stopping at Ardrishaig, whilst the last-named proceeds to Inveraray, where is the residence of the Duke of Argyll; the trip to Belfast in 4½ hours by Messrs. G. & J. Burns' magnificent steamer "Adder."

Another attractive day's run is to the romantic island of Arran and back by the "Duchess of Hamilton" or "Ivanhoe." There are also shorter trips to Rothesay and other watering places on the Clyde. Inland, the tourist can go to Lanark and the Falls of Clyde, already described; to Bothwell and Hamilton; Tillietudlem Castle; to Loch Lomond, to which a new route is presently being formed for the Caledonian Railway Company; to Edinburgh, Stirling, Crieff, Lochearnhead, Callander, the Trossachs, and scores of other places. A list of the various tours will be found at the end of this work.

A description of one or two of the above tours (and that must suffice) may not be out of place. There is such a number to choose from that the great difficulty lies in choosing those which may be fairly said to be representative of others.

As representing the scenery of the lower reaches of the Clyde, the tour to Arran, going *via* Ardrossan and the S.S. "Duchess "of Hamilton," and returning *via* the S.S. "Ivanhoe" and Gourock, is chosen.

Glasgow to Arran.

Starting, then, from the Central Station, we soon pass STRATHBUNGO and CROSSMYLOOF, two residential suburbs of Glasgow,

the old Burgh of POLLOKSHAWS, and BARRHEAD, where Robert Pollok, the author of the "Course of Time," was born. To the eastward of Barrhead is MEARNS, with its ancient castle in ruins. Mearns Manse was the home of Christopher North's boyhood. At LUGTON JUNCTION the line to Ardrossan diverges from the main line to Kilmarnock.

KILMARNOCK is the largest and busiest town in Ayrshire. It is closely associated with the poet Burns, whose memory is worshipped here as it is nowhere else in Scotland. It was from Kilmarnock that the first edition of his works went forth to the world. A handsome monument, with a splendid statue of the poet in marble, has been erected to his memory in the Kay Park, and a Burns Museum has within recent years been established, which fitly commemorates the birth-place of the poet's fame, and adds another to the many attractions of the place. In the churchyard are many interesting memorials, including the tombstones of several martyrs for the truth. We have no hesitation in saying that the traveller will not regret paying a visit to Kilmarnock.

After passing several stations on the Ardrossan line, the train reaches KILWINNING, the birth-place of Free Masonry in this country. The ruins of an old monastery, which was destroyed at the time of the Reformation, are to be seen here. From Kilwinning a branch runs off to the ancient seaport town of Irvine.

STEVENSTON and SALTCOATS are next passed, and we soon arrive at ARDROSSAN, a town which has been almost wholly made by the noble family of Eglinton. Having pulled up at the spacious new Montgomerie Pier, we step on board the magnificent steamer "Duchess of Hamilton," of the Caledonian Steam Packet Company.

After the lapse of five minutes for the transfer of passengers and luggage, the steamer moves away from the pier on her

half-hour's run to BRODICK, the chief "town" in Arran. Brodick curves round a crescent-shaped bay overhung by soaring mountains, and is the best centre for visiting the island. Brodick Castle, on the north side of Brodick Bay, is a seat of the Duke of Hamilton. It occupies the site of an ancient fortalice of the Lords of the Isles. It was from Brodick Castle that Robert the Bruce saw the beacon light on the Carrick Coast which was to inform him that everything was ripe for his landing in Ayrshire.

The most prominent feature in crossing from Ardrossan is Goatfell Mountain, or, as it is more euphoniously called, "Ben-"Ghoil" (the mountain of the wind). It rises almost to a point, and from its summit, if the weather be clear, a magnificent view is had. The ascent can be easily made from Corrie, a few miles north of Brodick. About two miles north of Corrie a magnificent view of Glen Sannox can be got. It is not more than two miles in length, but it presents a scene of wild grandeur hardly surpassed in Scotland.

From Brodick the steamer shapes her course for LAMLASH, situated on a bay which affords a splendid anchorage and shelter for the largest ships afloat, as it has great depth of water and is almost shut out from the sea by the conical hill called Holy Island. From Lamlash the steamer steers towards the southern point of Holy Island, and calls at KING'S CROSS, from which point it is said Bruce started on his expedition to the Ayrshire coast, so graphically described by Scott in the "Lord "of the Isles," which ultimately led to the freeing of Scotland from the presence of the English invader. A few miles further south the steamer calls at WHITING BAY. Here the facilities for sea bathing are very good.

Before leaving the island, it is advisable that the tourist, if he have the time to spare, should visit LOCHRANZA, at the north-west corner of the island, situated at the head of a loch stretching

about a mile inland. Scott has very faithfully described it in the "Lord of the Isles"—

"On fair Lochranza stream'd the early day;
Thin wreaths of cottage smoke are upward curled
From the lone hamlet which her inland bay
And circling mountains sever from the world.
And there the fisherman his sail unfurled;
The goat-herd drove his kids to steep Ben-Ghoil
Before the hut the dame her spindle twirled,
Courting the sunbeams as she plied her toil."

On the western side of the loch are to be seen the remains of Lochranza Castle, which in 1380 was a hunting seat of the Scottish kings.

Two or three days can be well spent in visiting the various places of interest in Arran, for a description of which visitors are referred to the local guides. It is now necessary for us to return to Brodick, to get on board of the S.S. "Ivanhoe" for a run back to Glasgow. From Brodick we sail northward along the shore, passing CORRIE; then striking eastward towards the island of GREAT CUMBRAE, with the town of MILLPORT on a picturesque bay at its southern end. On our right we pass LARGS, famous as the scene of the defeat of Haco, King of Norway, by Alexander III. of Scotland, in 1263 A.D. A few miles further on the steamer stops alongside the pier at WEMYSS BAY, a very pretty watering place, from whence we take train to Glasgow. After passing INVERKIP, a charming watering place, snugly situated at the base of high wooded semi-circular hills, we soon arrive at UPPER GREENOCK, a station situated on a hill, above the town of Greenock, from which a splendid view of the Firth of Clyde, the Gareloch, and the shores and hills of Dumbartonshire can be got

Leaving Upper Greenock we pass PORT-GLASGOW, and the train runs for a considerable distance alongside the Clyde. We get a fine view of the Cardross hills on the opposite shore, and soon

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BRODICK, ARRAN.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

the rock on which Dumbarton Castle stands comes into view. The rock rises out of a plain to a height of 260 feet. It is split in its upper part into two cones. The buildings are principally a rampart wall, two batteries, a governor's house, barracks, and a small circular crowning tower, alleged to have been built by the Romans. Wallace is said to have been imprisoned in Dumbarton Castle after his betrayal by Menteith. From the train, while opposite Dumbarton, the passenger can, by looking up the Vale of Leven, get a good view of Ben Lomond and many other Bens. Passing on, we get a glimpse of Dumbuck Hill and the rocky promontory of Dunglass, with its monument to Henry Bell, the originator of steam navigation.

We pass the station of BISHOPTON, quite close to which is Erskine House, the seat of Lord Blantyre. On our right, and before arriving at Paisley, we pass at some little distance the village of ELDERSLIE, near which was the birth-place of Sir William Wallace.

We now pull up at the busy manufacturing town of PAISLEY. The antiquity of the site of the town goes back to the time of the Romans, who had a station on the town's ridge called Vanduara. An abbey was founded here in 1135, rebuilt in the middle of the fifteenth century. Not much of it now exists. Paisley was the birth-place of many eminent men, including Alexander Wilson, the poet, Christopher North, and Tannahill, the poet, and near it are the Braes of Gleniffer, of which Tannahill sang, and on which yearly concerts are held, at which his songs are sung.

About three miles east of Paisley, on our right, stands the remains of Crookston Castle, where Mary Queen of Scots and Darnley spent the first few weeks of their married life. Approaching Glasgow, and within three miles of it, stand, on our right, the ruins of Haggs Castle, to which Mary Queen of Scots was taken after the battle of Langside, preparatory to her

unfortunate flight to England; and at Langside, near the southern boundary of the city of Glasgow, there is a monumental memorial of the disastrous battle which for ever settled the fortunes of Queen Mary. A few minutes more and we again find ourselves in the Central Station, Glasgow.

Another enjoyable day's trip, typical of many others, is that from

Glasgow to Rothesay, *via* Gourock.

The traveller gets the train at the Central to GREENOCK, the birth-place of James Watt, the man to whom the whole world is indebted for his improvements on the steam engine. Burns' Highland Mary was buried in the West Kirk cemetery here.

Leaving Greenock, the train runs into a long tunnel, from which it does not emerge till FORT-MATILDA is reached, when there bursts before the gaze of the stranger such a view as is not every one's lot to behold. The beautiful firth rolls at his feet, while opposite is Loch Long and Holy Loch, with quite a colony of villages, composed of pleasant looking villas, bounded by high hills, and carrying one, as it were, at one bound into the recesses of the Highlands. The train pulls up at the neat station at GOUROCK, situated on the commodious pier recently erected in busy Gourock Bay, and we at once get on board one of the smart steamers of the Caledonian Steam Packet Company, which is waiting at the pier. Soon we leave Gourock behind, our first stopping place being DUNOON. On our left we pass the Cloch Lighthouse, and soon we are alongside the pier at Dunoon. It is a favourite summer resort, possessed of the ruins of an old castle, which was visited by Queen Mary, and acquired a dismal reputation in the seventeenth century in connection with the massacre of a number of the Clan Lamont. After that it was abandoned to decay and ruin. From Dunoon

the passenger can get a coach to take him to Loch Eck, a steamer on Loch Eck, a coach to Strachur, where he can get the "Lord of the Isles," and thus get back to Glasgow; or, if he chooses, he can go right on to Inveraray.

Leaving Dunoon, our steamer next calls at INNELLAN, and afterwards TOWARD POINT, on which are the ruins of an ancient castle of the Lamonts. Leaving Toward Point, we steam across the arm of the firth which separates Argyllshire from the island of Bute, and entering Rothesay Bay, we shortly afterwards stop at CRAIGMORE Pier, and then make for Rothesay, which lies in the shape of a crescent round its beautiful bay.

"It's a bonny bay at morning,
And bonnier at the noon,
But bonniest when the sun draps
And red comes up the moon;
When the mist creeps o'er the Cumbraes,
And Arran's peaks are grey,
And the great black hills like sleeping kings
Sit grand roun' Rothesay Bay."

ROTHESAY is a famous watering place in the island of Bute. It occupies a charming and sheltered site, overhung by Barone Hill, confronting the grand Highland glen of Loch Striven, and commanding splendid views. It enjoys a very mild climate. Rothesay Castle was founded in 1098; it was captured in 1263 by Haco, but was soon retaken by the Scots; was an occasional residence of the Scottish kings, and the death-place of Robert III.

"The third Robert, yielding to the gloom
Of his despair, heart-broken, laid him down,
Refusing food, to die; and to the wall
Turned his determined face, unheeding all,
And to his captive boy-prince left his crown."

The castle has been restored by the Marquis of Bute, and now forms one of the most picturesque objects in the West of Scotland.

The "Columba," "Iona," "Lord of the Isles," and "Ivanhoe" all call at Rothesay, on their way to and from their respective destinations.

Leaving Rothesay by the "Columba," we pass PORT-BANNATYNE, another finely sheltered watering place, on the one hand, and the mouth of Loch Striven (the weather-glass of Rothesay, as it has been called) on the other, and enter the tortuous but beautiful KYLES OF BUTE (literally the narrows of Bute). The Kyles sweep at a sharp curve round a lonely moorland upwards of 1,000 feet in height, which forms the northern part of the island of Bute. They vary from half-a-mile to a mile in width, and at two places they contract to a few hundred yards. The *cul de sac* appearance of the channel adds the zest of curiosity to the beauty of the scene. Loch Ridden, a loch stretching about four miles inland, is opposite the northmost point or elbow of the Kyles. Shortly after passing the mouth of that loch the Kyles begin to widen out. After calling at TIGHNABRUAICH Pier, the steamer continues her course south till ARDLAMONT POINT is reached, when her course is altered to the north for ARDRISHAIG. But time will not permit of our going further, and we hasten back to Glasgow.

Glasgow to Bothwell and Hamilton.

A trip of a different kind to those already described is that to Hamilton and Bothwell. It is immaterial which of the two places is chosen as the one to be visited first, as the one is within walking distance of the other. HAMILTON is a busy town, with charming environs. In the immediate vicinity of the town, between Hamilton and the Clyde, is the princely mansion of Hamilton Palace, the seat of the Duke of Hamilton. Previous to 1882 it contained one of the finest libraries and one of the richest collections of pictures and art treasures in Scotland, but these were sold in 1882-83. Near the palace is

the ducal mausoleum, surmounted with a round tower and cupola after the style of the Porcian tomb near Rome. The bronze gates are replicas of the famous Baptistry Gate at Florence. The interior is richly decorated with many varied-coloured marbles, and opposite the entrance is the sarcophagus which was formerly that of an Egyptian queen, but which now contains the remains of the tenth duke, who erected the mausoleum. The grounds which surround the palace are extensive and beautiful, and are open to the public on Tuesdays and Fridays. About one and three-quarter miles south of Hamilton is Cadzow Forest, which, with its gnarled, venerable trunks, represents all that remains of the great Ancient Caledonian Forest. Some of these have stood for at least a thousand years, and among them may be seen the only herd left in Scotland of the old white Caledonian wild cattle.

In the vicinity of the forest is Cadzow Castle, which crowns a high rock contiguous to Avon Water, and from the neighbourhood of which we obtain romantic views of a diversified contoured dell, flanked by crags from 200 to 300 feet high. The castle dates from some time prior to the Scoto-Saxon monarchy, and was a residence of Alexander II. and Alexander III., passing to the Hamiltons in the time of Robert Bruce. It was often rebuilt, and was occupied by Queen Mary on her way to Langside. It is now an ivy-clad keep, "like sentinel of fairyland," standing on the verge of the gorge below, and is celebrated in Sir Walter Scott's ballad, "Cadzow Castle."

We now proceed to BOTHWELL, a handsome town on the right bank of the Clyde. About half a mile from the town, we approach, through Bothwell Park, the ancient baronial stronghold of Bothwell Castle. It stands on a bold, verdant bank overhanging the Clyde. The castle was a structure of great importance. It was occupied for some time by Sir William Wallace, and figured in many a scene of siege and conflict. It belonged originally to the Murrays, then passed to

the Earl of Pembroke, to the Murrays again, to the Douglases, to the Crichtons, to the Monypennys, to the Hepburns, to the Stewarts, to the Scotts, to the Earls of Angus, to the Earls of Forfar, and finally to the Douglases again. The castle is one of the most imposing baronial ruins in Scotland, with a front to the river of 234 feet, terminating in two lofty, round, battlemented towers; the walls are 15 feet thick, and in some parts 60 feet high; and it includes a circular dungeon, popularly called "Wallace's beef-barrel," and a singularly arranged chapel, with piscina, credence table, and altar.

On the opposite side of the river from Bothwell, and reached by a suspension bridge, is Blantyre Works, the birth-place of Doctor David Livingstone, the African missionary and traveller. From these a path by the river side, through scenery which afforded great delight to Wordsworth and "Christopher North," leads to the fragmentary picturesque ruin of Blantyre Priory, crowning a high precipitous rock. This priory, founded by Alexander II., is associated in legendary story with a wondrous exploit of Sir William Wallace, and figures in Miss Jane Porter's romance of "The Scottish Chiefs." About one mile south from Bothwell Station is Bothwell Bridge, over the Clyde, the scene of the battle and overthrow of the Covenanters in 1679, so graphically described in Sir Walter Scott's "Old "Mortality." The bridge at that time had a width of only 12 feet, with a steep ascent to the middle and a strong central gateway, but it was widened to 32 feet and otherwise greatly altered in 1826, and was further widened in 1871. The view from the south brow of the tableau in the neighbourhood of the bridge furnishes a most beautiful perspective of the central basin of the Clyde, overhung by steep graduated wooded braes and the distant vista bounded by the mountain mass of Tinto.

Space will not permit us to follow out more of those pleasant trips from Glasgow. We are reluctantly compelled to

proceed on our journey to the north. Before doing so, however, it may be well, at this point, to state that by express trains from Central Station the journey to Edinburgh is accomplished in 65 minutes, which enables the traveller living in the Central Station Hotel to enjoy a comfortable breakfast, get into an express train, spend a long day in inspecting the beauties and antiquities of "Auld Reekie," and get back to the Central Station Hotel in time for dinner.

It will be remembered that in the course of our peregrinations we have got as far east as Edinburgh, as far north on the direct through route as Law Junction, and as far west as Glasgow; and, as our goal is the north, it behoves us to get these three routes united.

Glasgow to Larbert.

At the Buchanan Street Station of the Caledonian Railway we take our seats in one of the expresses for the north. Immediately we leave the station we enter a tunnel, and emerge from it near ST. ROLLOX (where are situated the spacious locomotive carriage and wagon workshops of the Caledonian Company), and climbing a rather stiff grade for two miles, we pass the estate of Robroyston. A cottage which, up till 1826, stood on the estate is said to have been the place where Sir William Wallace was betrayed to the English. A mile or so further on we pass the modern suburb of STEPPS ROAD, and now enter on a bleak, mossy tract of country, of more value on account of the clay underneath the surface than on account of anything that could be grown on it. We are now in the heart of the district for fire-brick and articles of a similar kind, and this continues till we arrive at GLENBOIG, the headquarters of the fire-clay industry. At Glenboig we take on the south portion of the train, which has just arrived from Law Junction.

Between Law Junction and Glenboig there is little to interest the tourist. This part of the country is wholly devoted to coal mines, iron and steel works, and works of a kindred nature.

Passing CUMBERNAULD Station, we enter a beautiful glen, through which we run for two or three miles. After emerging from a short tunnel, the old tower of Castlecary is passed on the left, and immediately beyond we cross under the Edinburgh and Glasgow Railway, having on our left the valley of the Bonny with the Forth and Clyde Canal running through it, flanked on its northern side by the Kilsyth Hills, and on our right the site of the old Roman Wall of Antoninus, or Græme's Dyke, alongside of which we run for several miles. After passing GREENHILL, and before crossing under the canal, there is to be seen on our right Bonnymuir, the scene of the Radical Rising of 1820, which ended in the execution of two, and the transportation of others of the skirmishers. Shortly afterwards we run into the fine new station at LARBERT, passing on our left as we go in the pretty church of the village, in the churchyard of which the remains of James Bruce, the African traveller, were buried.

From Larbert branches run off to Denny and Kilsyth and Falkirk; to the important shipping town of Grangemouth; and to the town of Alloa.

At Larbert the trains from Edinburgh for the north join the trains from Glasgow and the south. It is, therefore, necessary that we should bring any of our visitors who may have made Edinburgh their headquarters on to Larbert, where we may all join and go north in company.

Edinburgh to Larbert.

Leaving Edinburgh (from the new Princes Street Station of the Caledonian Railway), we soon find ourselves bowling along towards RATHO. A short distance beyond Ratho, on our

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EDINBURGH CASTLE.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

right, are to be seen the ruins of Niddry Castle, where Queen Mary took refuge the night after her escape from Loch Leven Castle.

The first town of interest on the line is LINLITHGOW, a town of great antiquity. James V. and Mary, his unfortunate but beautiful daughter, were born in Linlithgow Palace, of which Scott writes—

> "Of all the palaces so fair
> Built for the royal dwelling,
> In Scotland far beyond compare
> Linlithgow is excelling."

But the beauty of it has now almost gone. The building is in ruins, although it still retains traces of its ancient grandeur. The site chosen for the palace is a peculiarly pretty one, viz., a peninsula jutting into a pretty lake. The palace was burned by General Hawley's Dragoons during the rebellion of 1745. St. Michael's Church is worthy of a visit. It was in this church where James IV. had the vision referred to in Scott's "Marmion," warning him against going on the fatal expedition which ended in Flodden Field. The Earl of Murray, Regent of Scotland, was shot dead in the streets of Linlithgow by Hamilton of Bothwellhaugh in 1570.

Leaving Linlithgow, we soon pass MANUEL and POLMONT Junctions, and two miles beyond the latter run alongside the policies of Callendar House, at one time the seat of the Earls of Linlithgow, a title which was forfeited for the part taken by the then Earl in the rebellion of 1715. In these policies is a portion of Antoninus' Wall, or Græme's Dyke, in a wonderful state of preservation. By the time we have passed Callendar Estate, we are quite close to Falkirk (Grahamston Station).

FALKIRK is a very busy town, being a great seat of the iron industry. Within a short distance of the town are the Carron

Iron Works, where guns called "Carronades" used to be made, and of which Burns, on being refused a view of them, wrote—

"We came na here to view your warks
In hopes to be mair wise,
But only, lest we gang to hell.
It may be nae surprise.
But when we tirled at your door
Your porter dought na hear us;
Sae may, shou'd we to hell's yetts come,
Your billy Satan sair us."

Falkirk has played a large part in the history of Scotland. Here it was that Edward I. defeated Sir William Wallace in 1298, chiefly through the disaffection and jealousy of several of Wallace's followers. Sir John de Græme was killed at the battle, and buried in the old churchyard. A monument has been erected over his grave. Again, in 1746, it was the scene of another fight between the Government troops under General Hawley and the Highlanders under Prince Charles Edward, in which the Government troops were totally routed. The motto of the town is "Better meddle wi' the Deil than the Bairns of Falkirk," another version being *Tangite unum tangite omnes* ("touch ane "touch a'"), both very suggestive of the "clannishness" of its inhabitants. About a mile beyond Grahamston Station we pass the village of CAMELON, on the site of a Roman camp and seaport town. The camp at Camelon was to the district south of the Forth what the camp at Ardoch was to the district north of it. A couple of miles beyond Camelon we cross "the dark, "winding Carron," and draw up at Larbert Station.

We are now entering upon what has justly been called "the "Battlefield of Scotland." No part of the country is more closely associated with the great struggle for Scottish independence than this part of the County of Stirling. It was at Stirling Bridge, in 1297, that Wallace gained his first important victory over the English; it was at Falkirk, in 1298, that Wallace suffered defeat through the disaffection and jealousy of his

followers; and it was at Bannockburn, in 1314, that Bruce gained the greatest of all the battles, and secured to Scotsmen that independence for which they had for years fought and bled. There is hardly a castle or tower in the district with any pretensions to age but is closely associated with the exploits and daring deeds of Wallace and of Bruce, and other Scottish heroes.

Larbert to the North.

About a mile beyond Larbert, on our left, but hid from view, stand the ruins of Torwood Castle, at one time surrounded by Torwood, a remnant of the Ancient Caledonian Forest. Here the English were overtaken in their retreat from the battle of Stirling Bridge by the pursuing and victorious Scots, and they were also intercepted by troops which had been stationed here in anticipation of an English defeat. It was in Torwood that Donald Cargill excommunicated Charles II. in 1680.

Half-a-mile further on, to our right, and distant about two miles from the railway, can be seen Airth Castle, with its Wallace Tower, standing on the extremity of a circular hill, and commanding splendid views of the surrounding country. The castle dates partly from the sixteenth century, but part of it is associated—as the name of one of the towers implies—with the period of Wallace, from his having surprised and put to death an English garrison who were occupying the castle, in which, according to Blind Harry, Wallace's uncle was then a prisoner. On the east side of the castle stands the ruined church, once held by the Abbey of Holyrood, and dating back to the twelfth century; while in the village of Airth close by is an old cross bearing on its south side the Bruce Arms, with a lion for a crest, and on its north side the Elphinston Arms, with the motto, "Do well and let them say."

We now pass on our right the branch leading to Alloa, near which are the Woods of Dunmore, celebrated in song,

surrounding the noble mansion of the Earl of Dunmore. Shortly after, we reach BANNOCKBURN Station, within a short distance of which is the famous battlefield, with its modern flag-staff on the Bore Stone. Here we have a splendid view of the Ochil Hills on our right, with the Abbey Craig and Wallace Monument in front, and, with a momentary glimpse of "Grey Stirling, bulwark of the north," we soon reach Stirling Station.

STIRLING stands forth so prominently in Scottish history, and its position and surroundings are so beautiful, that the tourist should not miss an opportunity of spending some time in the town, in which there is good hotel accommodation. It is also a good centre from which to make excursions to numerous places of interest in the neighbourhood. The chief object of interest in Stirling is the castle, the early history of which is lost in obscurity. A time cannot be named when there was not a castle at Stirling. The castle stands 420 feet above the level of the sea, and overlooks the Carse of Stirling. It was a formidable stronghold during the Wars of Independence. For three months, in 1304, it defied all the efforts of Edward I. to take it. Its garrison did ultimately succumb to the vigorous efforts of the invader, and he kept possession of it for ten years afterwards. It was to relieve the castle that the battle of Bannockburn was fought, and the result being disastrous to the English, the garrison capitulated immediately after the battle. After the death of Bruce, Baliol took the castle, and it was only after a protracted siege that it was recaptured by King David.

From a very early period the castle was a royal residence. Alexander I. died in it in 1124, and William the Lion in 1214. It was a favourite residence of James I.; James II., and James IV., who fell at Flodden, were born here, while here James VI. spent his early years, under the tuition of Buchanan.

James III. made large additions to the castle, and built the Parliament House. James IV. was so enamoured of the castle as a residence, that he began the building of a palace, which, however, he did not live to see finished. It was finished by his son, James V., in a highly ornamental style. There is also within the castle a room, destroyed by fire in 1855, but restored in keeping with the old design, known as the Douglas room, where James II. stabbed the rebellious Earl of Douglas, and threw the body into the garden beneath. The event is alluded to by Sir Walter Scott in his "Lady of the Lake"—

> "Ye towers, within whose circuit dread,
> A Douglas by his sovereign bled."

From the castle ramparts magnificent views can be got. To the north is the richly hill-screened Strathallan, with the favourite and well-known Spa, Bridge of Allan; to the north-east is the romantic Abbey Craig, crowned with its monument to Scotland's hero, Wallace, and the rugged, many-featured range of the Ochils; to the south-east is a great expanse of luxuriant carse, with Cambuskenneth Abbey almost at our feet, the view being much enhanced by the tortuous winding or links of the River Forth—

> "Forth, in measured gyres, doth whirl herself about,
> That, this way, here and there, back, forward, in and out;
> And, like a sportive nymph, oft doubting in her gait,
> In labyrinth turns and turnings intricate
> Through these rich fields doth run."

To the south the cemetery and town are immediately under the eye, and a little more to the west are to be seen the Back Walk, King's Knot, and King's Park, the latter of which are referred to by Sir David Lindsay—

> "Adieu, fair Snowdoun, with thy towers high,
> Thy Chapel Royal, Park, and Table round.
> May, June, and July would I dwell in thee,
> Were I a man to hear the birdies sound
> Which doth against thy Royal Rock resound."

The King's Park, King's Knot, and *Haining*, or Royal Gardens, situated near the Knot, formed the royal pleasure grounds for shooting, hunting, and feats of chivalry so much patronised by the Stuarts.

The field of Bannockburn can also be seen to the south, while to the west are to be seen Ben Lomond, Ben Venue, Ben Ledi, Ben Voirlich, and other peaks of the Western Grampians.

On the esplanade in front of the castle has been erected a fine statue of King Robert the Bruce, representing him sheathing his sword, and looking towards Bannockburn.

North-east of the castle, and slightly separated from it by a footway called Ballangeich, which formed the eccentric James V.'s secret line of exit from the castle, and gave him his incognito title of "The Gudeman o' Ballangeich," is the Gowling or Gowan Hill. From its summit and shoulders we obtain one of the most richly grouped views up and down the gorgeous valley of the Forth; it is winged at the extremity by a domical mass called the Mote Hill, or the Heading Hill, anciently used, first as a place of open-air courts of justice, next as a place of public execution. There the Duke of Albany, his two sons, and the Earl of Lennox were beheaded in 1424. This hill breaks down, on the north side, in a steep escarpment, called Hurley-Hawky, famous in the times of the Stuart kings for the rough amusement of sliding down it on the skeleton of a cow's head. Sir Walter Scott, in his "Lady of the Lake," thus apostrophises the Heading Hill—

> "O sad and fatal mound!
> That oft has heard the death-axe sound,
> As, on the noblest of the land,
> Fell the stern headsman's bloody hand."

The old part of the town of Stirling—that is, the part near the castle—offers many subjects of interest to the antiquarian and the historian.

From Stirling as a centre easy access can be had to the following places of interest:—The field of Bannockburn; Cambuskenneth Abbey; Abbey Craig and Wallace Monument; and Old Bridge of Stirling. Let us take these in their order.

From the foot of King Street a 'bus can be got which will take the visitor to within a short distance of the famous field of Bannockburn, passing on the way the scene of the fight between Randolph and Clifford the day before the great battle, and, a short distance beyond, NEWHOUSE, the scene of the murder of the Earl of Lennox, Regent of Scotland, by the followers of Kirkcaldy of Grange, in 1571. Arriving at the village of ST. NINIANS, and keeping the road which diverges towards the west, the visitor soon finds himself at the "Bore Stone," on a slight eminence known as Brock's Brae, on which Bruce's standard was displayed in June, 1314. A flagstaff now marks the spot. Here the visitor is in the very heart of the position taken up by the Scottish army, while in front of him, and beyond the Bannock Burn, the English army took up its position.

The position of the two armies has been described by Scott in his "Lord of the Isles"—

"The landscape like a furnace glow'd
And far as e'er the eye was borne,
The lances waved like autumn-corn.
In battles four beneath their eye
The forces of King Robert lie.
And one below the hill was laid,
Reserved for rescue and for aid;
And three, advanced, form'd vaward-line,
'Twixt Bannock's brook and Ninian's shrine.
Detach'd was each, yet each so nigh
As well might mutual aid supply.
Beyond, the Southern host appears,
A boundless wilderness of spears,
Whose verge or rear the anxious eye
Strove far, but strove in vain, to spy.
Thick flashing in the evening beam,
Glaives, lances, bills, and banners gleam

And where the heaven joined with the hill
Was distant armour flashing still,
So wide, so far the boundless host
Seem'd in the blue horizon lost."

On the 24th June the Scottish army prepared most solemnly for the fight—the Abbot of Inchaffray administering the sacrament and blessing the kneeling soldiers. Edward II., seeing the soldiers kneel, turned to one of his knights, De Argentine, and exclaimed—"They crave mercy." "Yes," said De Argentine, "but it is from God, not from us; these men will conquer or "die upon the field."

The battle was shortly afterwards begun, and raged for some time with great fury. Suddenly what seemed to be reinforcements for the Scottish army appeared on the Gillies Hill, to the north-west of the battlefield, and, although only the camp followers of Bruce's army, their appearance spread panic amongst the English soldiers, by that time beginning to break and quit the field, which ended in a general rout. The English are said to have left 30,000 dead on the field, and the result of the victory was to secure for Scotland her independence.

The poet Burns, after viewing the field of Bannockburn, gave utterance to his emotions in the famous song of "Bruce's "Address," or "Scots wha ha'e wi' Wallace Bled"—a song which breathes the pure spirit of patriotism, and is one of the finest war-songs in the world.

"Wha for Scotland's king and law
Freedom's sword will strongly draw,
Freeman stan', or freeman fa',
Let him follow me."

SAUCHIEBURN, about one and a-half miles beyond Bannockburn, was the scene of a battle between James III. and his discontented nobles, led by his son, when the king's forces were defeated. The king fled from the field, was thrown from his

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STIRLING CASTLE.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

horse, and, being wounded, was carried into a house known as Beaton's Mill, at Milton, where he was treacherously stabbed to death. The house in which the king was murdered is still standing. James IV. ever afterwards lamented the part he took in this matter, and is said to have worn an iron belt of great weight round his body as a penance.

Returning to Stirling, let us seek our way to CAMBUSKENNETH ABBEY. To do so we have to cross the river by a ferry at the foot of Shore Road, and a short walk on the other side takes us to it. The Abbey was founded by David I., "the sair saint to the crown," in 1147. It was pillaged by the armies of Edward I. in 1303, while in 1559 it was destroyed during the troublous period of the Reformation. The Scottish Parliament sometimes met within its walls; and James III. and his Queen are buried here. A monument has been erected by command of Queen Victoria over their remains. The tower is all that now remains of the Abbey.

The Abbey Craig, with its monument to Sir William Wallace, is only about a mile beyond Cambuskenneth, and a visit to the monument, including a climb to its top, will repay the visitor for the exertions necessary to do so. The view from the top of the monument is extensive and grand. A number of marble busts of eminent Scotsmen have been placed in one of the halls of the monument, including Bruce, Burns, Scott, Knox, Watt, Carlyle, and Livingstone. There is also to be seen Wallace's sword; while over the entrance to the monument is a noble statue of Wallace in bronze.

Descending from the Craig, at the north end of it, the village of CAUSEWAYHEAD is reached, where a tramway car can be got to take the visitor to Stirling. On the way in he will pass one of the most interesting relics to be met with in Scotland, viz., Stirling Old Bridge. It at one time was the key to the Highlands, and forms an interesting link in history.

The wooden bridge of Wallace's time stood about a mile further up the river, but no trace of it now remains. This was the bridge that played such an important part in the battle of 1297, where the English forces were cut to pieces, great numbers being drowned in the Forth.

From Stirling a branch line runs off to our left, leading to Loch Lomond, the Queen of Scottish Lakes, which we will take an opportunity of describing later on. Another branch runs off to our right, leading to Alloa, Loch Leven, and Dunfermline. There are also a great many other places of interest easily reached from Stirling, but space will not permit of our saying anything about them.

Resuming our journey northwards, after leaving Stirling we cross the Forth, and, sweeping a little to the west, soon have a splendid view of the castle on the one hand, and the Abbey Craig and Wallace Monument on the other; and shortly afterwards stop at the beautiful watering place of BRIDGE OF ALLAN. It is most effectually protected from the north and east winds. The great attraction of the place is its mineral wells. There are some splendid walks in the neighbourhood—that between Bridge of Allan and Dunblane, through the wooded valley of the Allan, being charming; while the beautiful grounds of Airthrey Castle and Keir are open to visitors on certain days of the week. The natural beauties of Keir are many and varied, and the landscape is one of the finest in this part of Scotland.

The next station is DUNBLANE, with its interesting Cathedral, which is situated close to the River Allan. It has been said of Dunblane Cathedral that "without the elaborate "decoration of Melrose or of Roslin, it immeasurably excels "them both in beauty of proportion and depth and force of "moulding. The western window, the beautiful little window "in the gable, and the arcading of the triforium are exquisite."

Dr. W. C. Smith writes of Dunblane Cathedral—

"A gray old minster on the height
Towers o'er the trees, and in the light
A gray old town along the ridge
Slopes winding downward to the bridge;
A quaint, old, gabled place,
With Church stamped on its face.

* * * * * * * *

"A quaint, old place, a minster gray,
And gray old town that winds away
Through gardens down the sloping ridge
To river's brim and ancient bridge,
Where the still waters flow
To the deep pool below."

Only the other day the Cathedral was opened after being restored, and a Protestant service held in it for the first time. It had remained roofless for over 300 years.

About two miles north-east of Dunblane is SHERRIFFMUIR, a bleak offset of the Ochils, and the scene of the battle in 1715 between the rebel forces under Mar and the royal forces under Argyll. Both sides claimed the victory, but all the advantages lay with the Government troops.

From Dunblane a line goes off the main line to our left, and we ask the reader to follow us while describing this line, which runs to

Callander and Oban.

Three miles from Dunblane we arrive at DOUNE, with its ancient castle, seen on our left as we approach the station. The castle was long the property of the Earls of Monteith, and is supposed to have been built about the beginning of the thirteenth century. It is now a roofless, massive, quadrangular pile, with a tower 80 feet high, walls 10 feet thick, dungeons, spiral staircases, and battlements. Leaving Doune we have on our left for the eight miles between Doune and Callander the

sylvan valley of the Teith, while on our right are the Braes of Doune—the "Uamvar" of Scott's "Lady of the Lake."

About two miles from Callander is Cambusmore House, where Sir Walter Scott resided while engaged in getting up information for his picture-poem the "Lady of the Lake;" and no better description of the country between Callander and Stirling, as seen from the road, can be given than the one given in that poem—

"Along thy banks, swift Teith! they ride,
And, in the race, they mock thy tide.
Torry and Lendrick now are past,
And Deanstoun lies behind them cast.
They rise, the banner'd towers of Doune;
They sink in distant woodland soon.
Blair-Drummond sees the hoofs strike fire;
They sweep, like breeze, through Ochtertyre;
They mark—just glance—and disappear
The lofty brow of ancient Keir.
They bathe their coursers' sweltering sides,
Dark Forth! amid thy sluggish tides,
And on the opposing shore take ground
With splash, with scramble, and with bound.
Right hand they leave thy cliffs, Craigforth!
And soon the bulwark of the north,
Grey Stirling, with her towers and town,
Upon their fleet career looked down."

CALLANDER stands on the River Teith, fronted by precipitous crags overhung by Ben Ledi. The situation of the village is pretty and romantic. From the bridge across the Teith a magnificent view is obtained of the mountains, the Pass of Leny, and the meeting of the waters in the lovely valley. The proximity of the village to the Trossachs has entirely changed its character. The unsurpassed beauty of the district was first brought prominently before the world by Scott; and it is to the fame of the Trossachs, and its convenience as a centre for a large number of excursions, that Callander owes its present position.

About a mile and a-half north-east of Callander are the Falls of Bracklinn, which will well repay a visit.

From Callander a public coach can be got through the Trossachs to LOCH KATRINE in connection with the TRAINS.

Callander to the Trossachs and Loch Lomond.

BY COACH AND STEAMBOAT.

The road to Loch Katrine runs westward by the River Teith, Lochs Vennachar and Achray. This is the district rendered immortal by Scott's "Lady of the Lake." On every rock, every knoll, every island and sheet of water, and over every mountain, the mighty wizard has waved his magic wand, and thus has intensified the interest in this romantic district.

We soon reach BOCHASTLE, where there are the remains of a Roman camp. Scott speaks of the torrent which

> "Sweeps through the plain and ceaseless mines
> On Bochastle, the mouldering lines
> Where Rome, the Empress of the world,
> Of yore her eagle wings unfurled."

A spur of Ben Ledi, in the vicinity of Bochastle ridge, is traversed by the road, and has on its top a large boulder called "Sampson's putting-stone," looking to be so nicely poised that the slightest force might send it thundering down to the road. Coilantogle Ford, "Clan Alpine's outmost guard," the scene of the encounter between Roderick Dhu and Fitz-James, is on Vennachar Rivulet, immediately below its effluence from Loch Vennachar, but the passage through the stream has been superseded by a bridge. LOCH VENNACHAR, "the Lake of the Fair Valley," about five miles long, and from three to ten furlongs wide, has a sinuous shore, fringed with wood, and contains near its middle the rocky islet of Ellan-a-vroin, the "Island of Lamentation." The Milton Waterfall, a small but beautiful cascade, is in the eastern part of the lake's north flank.

On the left, near the head of the loch, is Lanrick Mead, the muster-place of the Clan Alpine, a flat, meadowy tract, traversed by a brook descending from a steep ravine, forming a fine cataract. Ben Ledi, the "Hill of God" flanks all the north side of the Vennachar Valley. It is usually ascended from Portnellan, about one and a-half miles north of Coilantogle Ford. It got its name from having been anciently a place of heathen fire-worship, and has on one of its shoulders a tarn called Lochan-nan-Corp, or "the Loch of Dead Bodies," named from the accidental drowning in it of a large funeral party on their way from Glenfinlas. The summit commands a marvellous view from the Dumfries mountains to the mountains of Moray, and from the Bass Rock to the Paps of Jura. The scenery of the north side of the valley is thus depicted in the "Lady of the Lake"—

"Stern and steep
The hill sinks down upon the deep;
Here Vennachar in silver flows,
There, ridge on ridge, Ben Ledi rose;
Ever the hollow path twined on
Beneath steep bank and threatening stone.
The rugged mountain's scanty cloak
Was dwarfish shrubs of birch and oak,
With shingles bare and cliffs between,
And patches bright of bracken green,
And heather black that waved so high
It held the copse in rivalry."

One of the best views between Callander and the Trossachs is obtained from an eminence traversed by the road, a little north-west of the head of Loch Vennachar, embracing a rich, diversified, extensive combination of lake scenery, wooded banks, green slopes, and grand mountain screens, with a very striking prospect of Ben Venue in the background. A fine stream, called Dubh-Abhain, or the Black River, meanders past the west end of that eminence, and takes down the overflow of Loch Achray to Loch Vennachar. Duncraggan, "the Stronghold of the Rock,"

the first stage of the "fiery cross," is on the left bank of the Dubh-Abhain, about half-a-mile beyond the view-point on the eminence.

"The lake is past.
Duncraggan's huts appear at last.
And peep, like moss-grown rocks, half seen,
Half hidden in the copse so green.
Within the Hall, where torches' ray
Supplies the excluded beams of day,
Lies Duncan on his lonely bier,
And o'er him streams his widow's tear.
The henchman bursts into the hall;
Before the dead man's bier he stood,
Held forth the cross, besmeared with blood—
'The muster place is Lanrick Mead;
Speed forth the signal, clansman, speed!'"

A fine view of Loch Achray is to be had from this spot. We soon reach the BRIG OF TURK, which derives its name from the fact that the last wild boar in Scotland was killed here, "Turk" being the Gaelic for boar. It was here that Fitz-James, when carried onward by the enthusiasm of the chase, discovered that he had outstripped all his attendants—

"Few were the stragglers following far
That reached the Lake of Vennachar.
And when the Brig of Turk was won
The headmost horseman rode alone."

Loch Achray next commands attention, and when the sun is smiling upon the scene, "the copsewood gray" "mingles with "the pine trees blue" in a way that no pen can describe, Nature here presenting a "fairy picture" which can never be forgotten. It possesses, in miniature, the beauty of all the Scottish lochs, for although it measures but a mile in length, and scarcely half-a-mile in breadth, there are crowded within this compass all the principal features of that glorious landscape which fired the poetic genius of Scott. At the hamlet of Brig of Turk, a path may be descried leading up Glenfinlas, the scene of Scott's

ballad of that name, and a deer forest belonging to the Earl of Moray. A little further on are the beautiful church and manse of the Trossachs. A glimpse is soon caught of the Trossachs Hotel, a castellated edifice, in harmony with the magnificent features of the scene. Shortly after the hotel is passed, the place is reached

> "Where the rude Trossach's dread defile
> Opens on Katrine's lake and isle."

Flanked on the left by Ben Venue, and on the right by Ben A'an, the defile of Bean-an-Duine is entered. In this defile Fitz-James lost his "gallant gray;" a little west of it is a narrow inlet, and a short distance beyond, Loch Katrine bursts upon the view, the mountains of Arrochar mingling with the clouds in the distance. The Trossachs, in a general view, are a contracted vale—a profound defile, a craggy gorge, a dark crevasse, wild-wooded, beautiful, and sublime; in short, "a tumultuous "confusion of rocky eminences of all the most fantastic and "extraordinary forms—everywhere shagged with trees and "shrubs, and presenting an aspect of roughness and wildness, of "tangled and inextricable boskiness, totally unexampled, it is "supposed, in the world." But they cannot be better described than in the words of Sir Walter Scott:—

> "The western waves of ebbing day
> Rolled o'er the glen their level way;
> Each purple peak, each flinty spire,
> Was bathed in floods of living fire,
> But not a setting beam could glow
> Within the dark ravine below,
> Where twined the path, in shadow hid,
> Round many a rocky pyramid,
> Shooting abruptly from the dell
> Its thunder-splintered pinnacle;
> Round many an insulated mass,
> The native bulwarks of the pass

From a Photograph by Valentine & Sons.

McCorquodale & Co. Ld., Glasgow & London.

OLD BRIDGE, STIRLING.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

Huge as the tower which builders vain
Presumptuous piled on Shinar's plain
The rocky summit split and rent,
Formed turret, dome, or battlement,
Or seemed fantastically set
With cupola or minaret.—
Wild crests as pagod ever decked,
Or mosque of eastern architect;
Nor were these earth-born castles bare,
Nor lacked they many a banner fair:
For, from their shiver'd brows displayed,
Far o'er the unfathomable glade,
All twinkling with the dew-drop's sheen
The briar-rose fell in streamers green,
And creeping shrubs, of thousand dyes
Waved in the west-wind summer sighs.
Boon nature scatter'd free and wild,
Each plant or flower, the mountain's child
Here eglantine embalmed the air,
Hawthorn and hazel mingled there
The primrose pale and violet flower
Found in each cliff a narrow bower,
Foxglove and nightshade, side by side,
Emblems of punishment and pride,
Grouped their dark hues with every stain
The weather-beaten crags retain.
With boughs that quaked at every breath
Grey birch and aspen wept beneath,
Aloft, the ash and warrior oak,
Cast anchor in the rifted rock;
And, higher yet, the pine-tree hung
His shattered trunk, and frequent flung,
Where seemed the cliffs to meet on high,
His boughs athwart the narrow'd sky,
Highest of all, where white peaks glanced,
Where glistening streamers waved and danced,
The wanderer's eye could barely view
The summer heaven's delicious blue;
So wondrous wild, the whole might seem
The scenery of a fairy dream."

At Loch Katrine, the steamer "Rob Roy" will be found at the pier waiting to convey passengers to the top of the loch,

which is about ten miles in length. It opens with a small bay, almost within the gorge of the Trossachs—

> "A narrow inlet, still and deep,
> Affording scarce such breadth of brim
> As served the wild ducks' brood to swim."

Throughout its whole length it is surrounded by lofty mountains, and many streams drain into it. Shortly after leaving the pier, Ellen's Isle, the central scene in the "Lady of the Lake," is soon reached. It is craggy, wooded, and romantic—

> "'Twas all so close with copsewood bound
> Nor track nor pathway might declare
> That human foot frequented there."

The "Goblin Cave," where Douglas is represented as having hid his daughter when he took her from Ellen's Isle, is situated at the base of Ben Venue, overshadowed by umbrageous birches and surrounded by a rampart of rocks. A glimpse is got of the Silver Strand as the steamer proceeds up the loch, but the exigencies of the Glasgow water supply (the works for which cannot fail to be noticed) have raised the level of the loch about four feet, and rendered it less conspicuous than formerly.

The steamer soon lands its passengers at STRONACHLACHER Pier, and the tourist proceeds from thence by coach to INVERSNAID, on the shores of Loch Lomond.

The top of Loch Katrine is less varied and beautiful, but quite as impressive, and is intimately associated with the exploits and misfortunes of the Macgregors. Between Stronachlacher and Inversnaid the road is entirely through moorland. We get a view of the pretty little Loch Arklet on our left, while the view of Loch Lomond from the road is very beautiful, and at Inversnaid the River Arklet forms a magnificent waterfall close to the hotel.

From Inversnaid the tourist can proceed by steamer either to the head of Loch Lomond at Ardlui, and thence by coach through Glenfalloch to the Callander and Oban line at Crianlarich, or to the foot of the loch at Balloch, and thence by train to Stirling or Glasgow.

LOCH LOMOND has been called the "Queen of Scottish Lakes," although in individual features it is surpassed by other lochs. As a whole, it blends together in one scene a greater variety of the elements admirable in lake scenery than any of the other Scottish lochs. In one particular it stands unrivalled, and that is its islands, of which there are about thirty near its southern end. The loch is about thirty miles in length, and about six miles in breadth at its broadest part. Above Luss it gradually narrows to from three-quarters to a mile in breadth. From Inversnaid to the head of the loch at Ardlui is about five miles, and a mile above Inversnaid, on the right, is to be seen "Rob Roy's Cave," said to have been occupied by King Robert the Bruce before his fight with the followers of Lorn. Going down the loch from Inversnaid, we pass on the opposite shore "Wallace's Isle," and five miles further down call at TARBET Pier, where passengers disembark for Loch Long. Two miles further down is ROWARDENNAN Pier, at the base of Ben Lomond. The distance to the top of the mountain is about four miles of an easy climb. The view from the top is simply magnificent, embracing, as it does, the greater part of Scotland. In the distance, on a clear day, can be seen the castles of Stirling and Edinburgh, the islands of Bute and Arran, the mountains in the north of Ireland, Tinto Hill, in the valley of the Clyde, and innumerable other peaks. Leaving Rowardennan, the village of LUSS, beautifully situated, is passed on our right. We also pass several islands, amongst them Inch Cailliach (the "Isle of Old Women"), on which are old ruins and a burying-place. This island is referred to in Scott's "Lady of the Lake"

as the place from whence the wood came of which the fiery cross was made—

> "The shafts and limbs were rods of yew.
> Whose parents in Inch Cailliach wave
> Their shadows o'er Clan Alpine's grave.
> And answering Lomond's breezes deep,
> Soothe many a chieftain's endless sleep."

Close at hand is BALMAHA Pier, and the Pass of Balmaha, a pass of some note in the days of the clans, as it could be defended by a few men against a host. After leaving Balmaha Pier, we pass several islands on our right, the largest and most southern of which is Inch Murrin, a deer forest of the Duke of Montrose. A little further on, to our right, is Glen Fruin, the scene of a fight in 1602 between the Macgregors and the Colquhouns, when the latter were almost annihilated, and the former, for their atrocities, were declared rebels and outlaws. It is said that a number of students from Dumbarton, who had gone to see the fight, were ruthlessly butchered. A few minutes after passing Glen Fruin, the steamer stops at BALLOCH Pier, from which a new route to Glasgow for the Caledonian Railway Company will in a short time be opened.

Callander and Lake of Menteith.

From Callander the tourist is within easy drive of the Lake of Menteith. The lake is about six and a-half miles in circumference, and contains the three islands of Tulla, Inchmaholme, and Dog Isle. Inchmaholme Island contains the extensive remains of an old priory of great beauty. This island is, however, chiefly interesting on account of its having been the home for a year of the unfortunate Mary Queen of Scots in her youth. When her royal castles and palaces could not afford her protection she was placed on this lone island, and was attended by her four Maries. What is said to have been her garden still

remains. The lake has often been compared with Loch Leven, and a recent visitor, when standing at Loch Leven, writes—

"I looked upon as fair a scene
But yesterday in far Menteith.
Whose lake in beauty sleeps serene,
Mid silver birch and purple heath.
An island there, as here, is shrined
Deep in the Scottish hearts for aye—
The queen who *here* a captive pined,
Passed *there* a childhood year away."

The tour can be continued for three miles to ABERFOYLE, the land of the Macgregor, and the scene of many of the exploits of the bold outlaw Rob Roy.

Callander to Oban.

The first object of interest after leaving Callander is the River Leny, and at its junction with the Teith is the old burying-place of the Clan Buchanan. The railway shortly afterwards enters the Pass of Leny, a narrow defile, overshadowed on the west by the steep, rocky acclivities of Ben Ledi, and up which young Angus carried the fiery cross.

"Ben Ledi saw the cross of fire,
That glanced like lightning up Strathyre:
O'er dale and hill the summons flew,
Nor rest nor pause young Angus knew."

Near the head of the pass is Tombea Farm, the residence of Tombea's Mary, of whom Scott writes—

"Her troth Tombea's Mary gave
To Norman, chief of Armandave."

An old burying-ground near the foot of Loch Lubnaig is the site of St. Bride Chapel, where young Angus thrust the fiery cross into the hands of Norman on the conclusion of the ceremony of his marriage with Mary. We now run alongside of Loch Lubnaig for four or five miles. On the journey we pass over the site of Laggan, from which Rob Roy carried off, in the usual Highland fashion of the time, Helen Macgregor to

become his wife. At the head of the loch we enter the valley of Strathyre. A short distance beyond STRATHYRE Village, we reach KINGSHOUSE, where, on previous notice being given to the guard, the train will be stopped to admit of passengers alighting to view the Braes of Balquidder, the scene of Tannahill's beautiful song, and also the placid Loch Voil. In Balquidder Churchyard, about two miles up the valley, is the grave of Rob Roy. A coarsely-carved monumental stone has been placed over the grave.

Two miles further on, and the train pulls up at LOCHEARNHEAD Station, near the western end of Loch Earn, from which coaches run to St. Fillans, Comrie, and Crieff

Lochearnhead and Crieff.

The coaches for this delightful run are worked by the Caledonian Railway Company. Starting from Lochearnhead Station, a drive of two miles brings us to the hotel, situated at the end of the loch: from thence the road lies along the north shore of Loch Earn at the base of the high hill Sröu Mhôr—the whole distance from Lochearnhead Station to Crieff being about twenty-one miles. The loch is about seven miles long and one and a-half broad. On either side the hills are clothed with rich wood, and to the south, Ben Voirlich's head towers above the other hills. Nestled in the south-west corner stands Edenample Castle, a seat of the Marquis of Breadalbane, having the ruins of St. Blane's Castle beside it. Nearly half-way down the loch, on the north side, is Ardveich Castle, and on the opposite bank will be seen Ardvoirlich House, the "Darlinvaroch" of the "Legend of Montrose." At the east end of the loch is the artificial island of Neish, a retreat of a remnant of the clan of that name. Their castle was destroyed by order of James IV. An incident connected with a feud between the Neishes and the M'Nabs may be mentioned.

Many battles had taken place between them. One year, as Christmas approached, the M'Nabs at Killin sent a servant to Crieff for provisions for the merry-making. He was robbed by the Neishes, and returned empty-handed. Old M'Nab, nursing his wrath, said one evening to his stalwart sons, "The night is "the night if the lads were the lads." They understood the hint, and shouldering a boat from Loch Tay, carried it across the mountain 10 miles to Loch Earn, and launched it. The Neishes, having made fast their boats, were sleeping in fancied security, but were fallen upon, and all but one massacred by the M'Nabs. The M'Nabs returned carrying the heads of the Neishes, and in the morning, holding up the head of the chief, saluted their father, "Dreadnought," when the answer was, "The night was the night, "and the lads were the lads." The M'Nabs adopted a Neish's head as their crest, with the motto, "Dreadnought." At the foot of the loch lies the prettily-situated village of ST. FILLANS, where there is a good hotel, at which the coach makes a halt to allow passengers time for refreshments. After leaving St. Fillans, the coach wends its way along the valley of the Earn, passing, as will be noticed, on the north, Dunira House, once the favourite residence of the first Lord Melville, standing in the romantic glen up which went Hogg's "Bonny Kilmeny," in "The Queen's Wake"—

> "Bonnye Kilmeny gede up the glen;
> But it walsna to meite Duneira's men,
> Nor the rozy munke of the isle to see.
> For Kilmeny was pure as pure culde be.
> It was only to heire the yorline syng,
> And pu' the blew kress flouir round the spryng."

Next we pass the ancient royal forest of Glenartney, stretching up the glen on the south, and Dunmore Hill, with the Lord Melville obelisk on the top. Then the village of COMRIE, of earthquake notoriety, brings another brief halt at the hotel. A new line between Crieff and Comrie is expected to be opened

in the course of the coming summer. A little beyond Comrie the route lies through an avenue of about a couple of miles in length, the trees on both sides being stately and rich of foliage. About the middle of this enclosure, on the north, is Lawers House, the residence of Colonel D. R. Williamson, and some distance further on stands, on the site of an old castle, the Cleopatra Needle-like monument to Sir David Baird, the hero of Seringapatam. To the north, again, is Ochtertyre, the seat of Sir P. K. Murray, Bart., which occupies the position of the church of Monievard, referred to in the "Legend of "Montrose." Burns visited Ochtertyre in 1787, when he wrote the song, "Blythe was She"—

"By Ochtertyre there grows the aik,
On Yarrow Braes the birken shaw;
But Phemie was a bonnier lass
Than Braes of Yarrow ever saw."

Forming the centre of a brilliant tract of country, CRIEFF has many attractions for the tourist. The town is beautifully situated on the southern slope of a pine-clad hill, and commands magnificent views of the Grampian Mountains and surrounding country, and may well be considered "The Queen of Scottish "Health Resorts."

Among the many and varied objects of interest in its vicinity may be mentioned Drummond Castle and its superb gardens, the finest of the kind in Europe; Ochtertyre, with its charming lake; Loch Turret; the Roman Camp at Ardoch; and others in the vicinity; the Sma' Glen and Ossian's Grave; the beautiful waterfalls of Barvick, Turret, and Keltie, etc., etc.

Among the many distinguished visitors to Crieff may be mentioned—

WILLIAM CULLEN BRYANT, the American poet, who thus writes of the district:—"One of the most beautiful in Scotland. "From the hill back of the town you have one of the noblest

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WALLACE MONUMENT.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

views in Great Britain. . . . Looking around upon the glorious views which are beheld from its eminences, Scotsmen may well adopt the words of Sir Walter Scott—

"'Where's the coward will not dare
To fight for such a land.'"

DR. JOHN BROWN, the author of "Rab and his Friends," who refers to it in his "Horæ Subsecivæ," as follows:—"There is not "in all Scotland, or as far as I have seen in all else, a more "exquisite twelve miles of scenery than that between Crieff and "the foot of Loch Earn."

CHARLES READE, the eminent novelist, who states in his Memoirs that—"The habitable globe possesses no more delight-"ful spot than Crieff."

THE GAZETTEER OF SCOTLAND remarks that—"Crieff is "famous for the salubrity of its climate, its sheltered site, pure "and excellent water, and freedom from epidemics, and hence "has long been esteemed the Montpellier of Scotland, and is a "favourite resort for invalids."

Callander and Oban Line—*Continued.*

Resuming our railway journey again at Lochearnhead, shortly after leaving the station we obtain a magnificent bird's-eye view of Loch Earn, and the fine, sloping, green hills along its banks. Soon Glenogle—"the Terrific Glen"—is entered, and we make our way along a wild, craggy mountain defile, in cuttings, over viaducts, and on retaining walls at an elevation of about 400 feet above the ravine of Glenogle Burn. The glen is about three and a-half miles in length, and is a dismal mountain pass, flanked with stupendous cliffs, and overhung at giddy heights with hundreds more, so that one feels a sense of relief on getting through it. KILLIN Junction is our next stopping place. From here a branch runs down to Loch Tay, where a steamer can be got to convey the tourist to

Kenmore, at the foot of the loch. From Kenmore coaches run to Aberfeldy, where the train can be got to take the passenger to Inverness and the north, or to Perth and the south.

Killin Railway.

The Killin Railway from Killin Junction descends rapidly on the south or right bank of the Dochart towards Killin, and, after running about three and a-half miles, and on nearing the village, a fine view is got of the Falls of Dochart on the left. The river here divides into three currents, and is crossed by the public road, having the falls above, and the island, on which is the ancient burial-ground of the M'Nabs, below. The railway now crosses the Dochart on a high viaduct, and half-a-mile further KILLIN Station, the station for the village, is reached. The village has much to interest and attract. It is beautifully situated, has a noble surrounding of mountains, and Loch Tay, one of the most charming of Scottish lakes, fills in the picture.

An old writer says that "There is about the Killin district "the most extraordinary collection of extraordinary scenery "in Scotland, unlike everything else in the country, and perhaps "on earth, and a perfect picture-gallery in itself, since you "cannot move three yards without meeting a new landscape;" and any one who has seen the place, either in daylight or by the "pale moonlight," will agree with him. There is a good hotel in the village, which is being rapidly extended. On proceeding to the steamboat pier, about a mile distant, the site of the ancient Finlarig Castle is passed. At this place is situated the mausoleum of the Breadalbane family; and it figures in Sir Walter Scott's "Fair Maid of Perth" as the death-place of the old chief of the Clan Quhele.

Loch Tay, which is about fifteen miles long, being reached, a change from railway to steamer takes place. The steamer

"The Lady of the Lake" has hardly left the pier when, to the south-east, is seen Auchmore House, one of the residences of the Marquis of Breadalbane. After passing the ruins of Dall Castle on the right, we observe Ben Lawers, the third highest mountain in Scotland, rearing its head above its fellows on our left. At the base is Ben Lawers Hotel, where guides can be obtained by those desirous of ascending the hill, which is a comparatively easy and, to the botanist, interesting task. The village of KENMORE, situated at the principal entrance to Taymouth Castle, and in which there is a good hotel, is now reached. The scenery, viewed from the bridge over the Tay as it issues from the loch, is very enjoyable, and, thanks to Lady Breadalbane's improvements, Kenmore may be called a model village. On the loch, and opposite Kenmore, is an island containing some old ruins, supposed to have been a priory, and where is interred Sibylla, the consort of Alexander I. of Scotland.

Resuming the journey again, this time by coach, and traversing the south bank of the River Tay, there is seen, in the fine alluvial vale below, the park and castle of Taymouth, the chief seat of the Marquis of Breadalbane, which was visited by the Queen in 1842. The original name of the place was Balloch, and became the property of the Breadalbane branch of the Argyll family in the sixteenth century. The old castle was built in 1580, and the present one in 1801, additions being made to it in 1842. Soon afterwards the tourist dismounts at the beautiful Highland village of ABERFELDY. It has good hotel accommodation, and is the centre of a very delightful tract of country. In the vicinity are the Falls of Moness, of which Burns sings in "The Birks of Aberfeldy"—

> "The braes ascend like lofty wa's.
> The foaming stream deep roaring fa's.
> O'erhung wi' fragrant spreading shaws—
> The birks of Aberfeldy."

At Aberfeldy the traveller can proceed by train to PITLOCHRY, a charming resort of tourists, and visit the magnificent surrounding scenery, and from which coaches run daily during the season to the celebrated Pass of Killiecrankie, the "Queen's View "on Loch Tummel," the Falls of Bruar, and Glen Tilt. At Pitlochry the traveller can proceed by train either north or south.

Callander and Oban Line—*Continued.*

After leaving Killin Junction the railway makes a detour to the left, entering the valley of the River Dochart, formerly inhabited by the Clan M'Nab. Proceeding along the valley, the Dochart widens out into a fair-sized loch, in which there is an island with the ruins of Dochart Castle, which once afforded a refuge and safe retreat to King Robert Bruce after his fierce encounter with the followers of Lorn. This castle was also stormed by the Macgregors. When the loch was frozen they brought a large number of fascines and pushed them before them, and being thus protected from the arrows of the garrison, they reached the fortress and took it. Beyond LUIB Station the railway passes the base of Ben More, and shortly afterwards the train reaches CRIANLARICH, from which coaches run through Glenfalloch to Ardlui, at the head of Loch Lomond, from whence steamers sail to the foot of the loch at Balloch.

About three miles after leaving Crianlarich Station, towards Tyndrum, we pass Dalrie (Dal Righ), or the King's Field, where a fight took place between King Robert the Bruce and the followers of Macdougall of Lorn in the year 1306. The king was sorely beset by three fierce clansmen—a father and two sons —and only by skill and valour escaped, leaving, however, in the grasp of one of them his plaid and brooch. The story of the fight and of the loss of the brooch is graphically described by Sir Walter Scott in his "Lord of the Isles."

The railway runs along Strath Fillan, passing the site of the ancient Priory of St. Fillan, founded by King Robert the Bruce. Not far off is the Holy Well or Pool of St. Fillan, where, in the early days, devotees flocked to get cured of their maladies. Before arriving at Tyndrum Station we pass the ruins of Breadalbane Lead Ore Works, upon which large sums of money were spent without any return. At TYNDRUM a road goes off, on our right, to Inverornan and Glencoe, and, during the summer months, coaches await the arrival of certain trains to convey passengers to Inverornan—a splendid fishing centre. About a mile beyond Tyndrum the boundary of Perthshire and Argyllshire is reached, and we enter ARGYLLSHIRE. On our left is the small Loch-na-Bea. A glen, called the "Wearisome Glen," speaks to the dreary nature of the country at this part; but soon we enter the valley of the Orchy, and the country at once improves. Before entering Dalmally a beautiful view is got of the two glens—Glenorchy and Glenstrae—converging into the valley of the Orchy.

The tiny village of DALMALLY is one of the most charming places the tourist can find himself in during a whole summer's wanderings. Lying at the head of Glenorchy, in

"The loveliest spot in all that lovely glen."

and nestling among high hills, its environs are enchanting: and it is just the place to rusticate for a month, enjoying the varied and delightful excursions. Ben Cruachan, and various other high Bens, and Glenorchy Valley branching to the right, present a fine spectacle. Dalmally is in the heart of the Breadalbane Campbell territory. There is a good hotel at Dalmally, with good fishing for trout and salmon in the River Orchy.

Glenstrae branches off to the right, and Ben Cruachan is to the front. This district formerly belonged to the Macgregors, who are also said to have founded Balloch itself, now Taymouth

Castle, but they were dispossessed by the Campbells. The Macgregor loss is commemorated in the gathering song of the Clan—

> "Glenorchy's proud mountains, Kilchurn and her towers,
> Glenstrae and Glenlyon no longer are ours:
> We're landless, landless, landless, Grigalach!
> Landless, landless, landless."

From Dalmally a coach runs to

Inveraray and Loch Lomond.

The coach starts from Dalmally Hotel, calls at the railway station, and the road then winds by a gradual ascent round to the eastern shore of Loch Awe. As the brae is mounted there will be noticed on one of the lesser hills the monument in memory of Duncan Ban Macintyre, the last of the race of Highland bards, who was born in Glenorchy, and died in Edinburgh in 1812. His songs are sung all over the civilised world. When the side of the loch is gained, the panorama of Highland scenery presented is wonderfully fine; indeed it may truthfully enough be said it is unequalled alike in its extent, variety, or grandeur. After passing the church and the island of Innistrynich, the coach reaches CLADICH. At this place the road branches off to the eastward, and, as the hill is climbed, the tourist, by looking back, can enjoy a most comprehensive and fascinating landscape. At the height of the road is a spot where once stood the "Cross of Prostration," for the devout on their first coming in sight of the sacred island of Innishail. Immediately afterwards the coach enters Glen Aray, through which the route lies for some eight miles, and just at TIGHNAFAED, where there is a fine specimen of the old Highland inn, the domains of the Duke of Argyll are entered upon; and also on the way are the Aray waterfalls at Lynagluten, and again at Carloyan and Croit-a-Vilie Loch which is the entrance to the Duke of

Argyll's deer forest. Very soon now Loch Fyne comes in sight, and the coach descends upon INVERARAY, where there is good hotel accommodation. The feature of the locality is, of course, Inveraray Castle, the seat of the Duke of Argyll. Behind this splendid mansion the River Aray issues into the loch, and from its margin rises the pyramidal hill of Duniquaich. The present edifice was begun in 1744, and within the first fifty years £300,000 were spent in completing and fitting up the mansion and laying out the grounds. The castle has been twice visited by Her Majesty the Queen—in 1847 and 1875. [The saloon steamer "Lord of the "Isles" sails daily from Inveraray through Kyles of Bute to Gourock, in connection with Caledonian Company's trains to Glasgow, Edinburgh, London, and the south.] The coach route from Inveraray to Loch Lomond turns northward to the head of a bay called Loch Shira, and then for a time takes a south-east course, but strikes to the north at the promontory along the margin of Loch Fyne. Turning now southwards, down the east side of the lake is Cairndow Inn. On the wayside is Loch Restal, a small sheet of water, and anon the traveller arrives at the head of Glencroe. At this end of the glen there is a stone seat bearing the inscription, "Rest and be thankful," the theme of Wordsworth's lines—

> "Doubling and doubling with laborious walk,
> Who that has gained at length the wished-for height,
> This brief, this simple wayside call can slight,
> And rest not thankful?"

Travelling northwards round the head of the loch, the River Taing, the Argyll and Dumbarton boundary line, is crossed, and here an advantageous view is obtained of the beautiful Loch Long, round the head of which we are driven till the village of ARROCHAR is reached. From this Ben Lomond is seen in all his glory, towering his giant head on the east side of Loch Lomond, which comes within the eye focus in a very short time. The

run from Arrochar to Tarbet Hotel (Loch Lomond) is only a mile and a-half, and at Tarbet the traveller can continue his journey, by the Loch Lomond steamers, north, south, or east.

A road also leads from Dalmally up Glenorchy to Inverornan, Glencoe, and Ballachulish.

Loch Awe.

Leaving Dalmally, the train gradually descends, and soon crosses the Orchy by a viaduct a short distance above its mouth, and Loch Awe now comes on view. The loch is about twenty-four miles in length and not more than two miles in breadth, except at the north end, and there are in it twenty-four islands. The shores of the loch are beautifully wooded and diversified throughout. Their winding character seldom permits of many miles of water being visible at once. We reach the loch about two miles from Dalmally, and, skirting its shore, we soon arrive at LOCH AWE Station. The beautifully-situated mansion overhanging the loch and station is the Loch Awe Hotel, which commands exquisite views, with the loch in the foreground, and Kilchurn Castle, shaded by trees, like a gem in silver setting.

KILCHURN CASTLE was built about the year 1440, and is the "Ardenvohr" of Sir Walter Scott's novel of "The Legend of "Montrose." It was the stronghold of the Campbells of Loch Awe, and at one time a residence of the Breadalbane family. During the rebellion of 1745 it was garrisoned by Royal troops

> " . Gray and stern,
> Stands, like a spirit of the past, lone old Kilchurn."

The tourist can spend a pleasant day on Loch Awe. At the little pier adjoining Loch Awe Station he will find the pretty little steamer "Countess of Breadalbane" ready to take him to Ford, at the head of the loch. After leaving the pier, we pass the island of Innis Chonain; then the small island of Innis Fraoch (Heather Isle). It contains, or rather conceals, the ruins of an old

From a Photograph by Valentine & Sons.

McCorquodale & Co, Ld., Glasgow & London.

DUNBLANE CATHEDRAL.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

castle of the Clan M'Naughton. Immediately afterwards we pass the island of Innishail (Isle of Repose). On it are the remains of a monastery, and a chapel and burying-ground to justify its name. The steamer halts at PORT-SONACHAN Pier and Ferry. From Port-Sonachan, on the east side of the loch, a road leads by Cladich, through Glen Aray, to Inveraray (already referred to under the tour Dalmally to Inveraray and Loch Lomond), and from Taychreggan, on the west side of the loch, one to Taynuilt. The latter, after ascending to Kilchrenan, where is the grave of the great M'Callum Mor, ancestor of the Duke of Argyll, affords a splendid view of Ben Cruachan, and afterwards passes through the charming Glen Nant.

Proceeding south from Port-Sonachan, and after sailing about seven miles, the Falls of Blairgour are seen on our left. These falls make a sheer descent into the loch, and become a prominent feature after heavy rain. Two miles beyond the falls we pass the island of Innis Connel, with the ancient, picturesque, ivy-clad ruins of Ardconnel Castle, a stronghold of the ancestors of the Duke of Argyll, and from whence they took their slogan or war-cry, "It's a far cry to Lochow."

We next pass the island of Innis Erith, containing the ruins of an ancient chapel and burying-ground. A few miles further on are to be seen on our left the ruins of Finchurn Castle, once belonging to the Macdonalds, and shortly afterwards stop at the pier at FORD, where the coach for Ardrishaig is got. After journeying for about a mile we drive through the village of Ford, and afterwards through the pretty Pass of Craigenterrive, where there is Loch Ederline, a small sheet of water. Away a short distance to the west, and standing on a lofty position, is the roofless Carnassarie Castle, which was built about the middle of the sixteenth century by the then Bishop of the Isles and the Abbacy of Iona. At the Bishop's death it became the property of the Campbells, and during the Argyll invasion of

1645 it was partially destroyed by fire. Passing the village of KILMARTIN, and after joining the Oban road at the Inn of Cairnbaan, the coach traverses the side of the Crinan Canal—which is about nine miles long, extending from Loch Fyne to Loch Crinan—then reaches LOCHGILPHEAD, a village nicely situated at the head of Loch Gilp, beyond which is the village of ARDRISHAIG, where the coach journey ends, and from whence the tourist can reach Glasgow, Edinburgh, London, and the South, by the saloon steamers "Columba" or "Iona" in connection with the Caledonian Company's Trains *via* Gourock.

From Loch Awe Station Ben Cruachan can be ascended. This route leads to the highest peak, *via* the Cruachan Burn, and is the more usual route, as it avoids difficulties to be met with in other routes. Ben Cruachan is one of the grandest and most conspicuous of Scottish mountains. It commands a southern prospect only limited by the horizon or the thickness of the atmosphere, while in other directions the belt of loch and valley underneath it enables the eye to jump over intervening space and grasp the depth and outline of objects beyond. The ascent takes between three and four hours, and from the top can be seen on the north the bulky brow of Ben Nevis; to the west the Atlantic and the mountains of Mull and Morven, and the Paps of Jura; while to the south are seen the Arran peaks; and looking to the east the outlines of the Cobbler, Ben Lomond, Ben Voirlich, and Ben More; and to the north-east the distant peak of Schiehallion.

Callander and Oban Line—*Continued.*

Resuming our railway journey at Loch Awe Station, we wind along the northern shores of Loch Awe, round the base of Ben Cruachan, and enter the gloomy Pass of Brander, one of the most striking passes in the Highlands, through which the

River Awe rushes. On the east side it is bounded by almost inaccessible cliffs, which form the base of Ben Cruachan, while on the west side are similar cliffs rising almost perpendicularly out of the crystalline waters of the River Awe. This pass was at one time an almost impassable defile, overhung by a commanding fortalice, still known as the "Ladder Rock," the scene of an exploit by Sir William Wallace. It was in this pass, too, near the old bridge, that King Robert the Bruce had such a fierce encounter with the Macdougalls of Lorn, from the disastrous issues of which the house of Lorn never fully recovered.

The railway crosses the River Awe at a height of 80 feet. Shortly before doing so there will be observed on the left the old Bridge of Awe, the scene of Sir Walter Scott's tale of "A "Highland Widow." After a run of a few miles, crossing on our way the River Nant, we reach TAYNUILT, which is a good centre for angling and for exploring the upper reaches of Loch Etive, readily reached by steamer, which calls at the pier. Ben Cruachan can also be ascended from this point. Near Taynuilt is Muckairn Church and Manse, and on the height near the church is a rough obelisk erected by the Lorn furnacemen in 1805 to the memory of Lord Nelson. The railway now skirts the shores of Loch Etive, an arm of the sea nearly 20 miles in length. ACH-NA-CLOICH and CONNEL FERRY Stations are passed, and at the latter Loch Etive contracts to a narrow neck, and at both flood and ebb tide there is a tremendous rush of waters through the rocky strait, making a noise which can be heard at a distance of several miles. These are the Falls of Lora, supposed to be identified as the "Lora" of Ossian.

Near Connel Ferry stands Dunstaffnage Castle on a bold promontory, in a picturesque situation on the shores of Loch Linnhe, near the mouth of Loch Etive. The date of the castle is lost in the mists of antiquity. In ancient times it was the

site of a palace of the Scottish kings prior to the union of the Scottish and Pictavian crowns. In the time of Robert the Bruce the castle was in possession of the Macdougalls of Lorn, but passed afterwards to the Campbells. It is now a roofless, quadrangular pile, with round towers at three of its angles, and it is noticed by Sir Walter Scott in the "Lord of the Isles"—

"To where Dunstaffnage hears the raging
Of Connal with his rocks engaging."

The famous "Stone of Destiny" was at one time deposited at Dunstaffnage, and was used at the coronation of the Pictish kings. It was at an early period removed to Scone, in Perthshire, and stolen from Scone by Edward I., who took it to London. It now stands in Westminster Abbey, and forms part of the throne on which the British sovereign is crowned. There is a prophecy connected with this stone which runs:—

"Unless the Fates are faithless grown,
And prophet's voice be vain,
Where'er is found this sacred stone,
The Scottish race shall reign."

About two miles beyond Connel Ferry the railway enters a narrow pass at an elevation of about 300 feet, and begins rapidly to descend alongside Glencruiten—the "Valley of the Knolls." The appearance of this glen from the railway, winding round it in a serpentine course, is peculiar, the high knolls rising in all directions with great irregularity. The railway takes a wide sweep southwards, affording picturesque views of Oban, the island of Kerrera, and mountains of Mull, and after passing through a deep cutting, we find ourselves in the commodious station of OBAN, on the level of the quay.

Oban has not inaptly been called the "Charing Cross of the Highlands," on account of its convenience as a centre for making excursions, and is beautifully situated on a crescent bay of great size—so large that the British Navy could safely ride

at anchor in it. The bay is protected from the sweep of the Atlantic by the island of Kerrera, where Alexander II. of Scotland died while preparing to invade the dominions of Haco, King of Norway, who was then lord of most of the Western Isles.

The environs of the town contain many charming walks, and from numerous vantage grounds, easily attainable, extensive, gorgeous panoramic views are obtained. The climate is mild and healthy, and there is no wonder that it has become a favourite resort of the tourist. As Professor Blackie sings—

"For Oban is a dainty place;
In distant or in nigh lands,
No town delights the tourist race
Like Oban in the Highlands."

Dunolly Castle, the chief stronghold of the Lords of Lorn—one of the oldest and most picturesquely-situated of our Western Highland ruins—stands at the north end of the town, and about a mile from the station. The ivy-clad donjon or keep is the principal part now remaining, but from traces which can still be distinguished of other buildings, we are led to infer that originally the castle was of large proportions, and, doubtless, protected in the usual manner by outworks, moat, and drawbridge. The Brooch of Lorn, snatched from the shoulder of the Bruce in the combat near Tyndrum, is still preserved among the ancient relics of the family.

Upon the shore, about a quarter of a mile nearer Oban, is the huge conglomerate mass called Clach-nan-con, or the "Dog's Stone." Tradition says that Fingal used this rock as a stake to which he tethered his celebrated dog "Bran;" and those who believe this legend can, in proof thereof, point to the fact of the very considerable abrasion of the pillar at its base—just what might have resulted from its having been used in the manner asserted.

EXCURSIONS FROM OBAN.

I. Oban to Staffa and Iona and Back.

Steaming out of Oban Bay in Mr. MacBrayne's splendid steamer "Grenadier," past Dunolly Castle, and between the Maiden Island and the end of Kerrera, the steamer makes for Lismore Lighthouse, nearly opposite which is the Lady Rock. On the first prominent point stands the old castle of Duart. From this quarter is to be seen one of the finest pieces of scenery in Scotland. Professor Wilson says—"Beauty nowhere owes "to ocean a lovelier haunt than this." Looking backwards we see Ben Cruachan, towering above the Argyllshire hills; to the left Ben Nevis, the peaks of Glencoe, with the waters of Loch Linnhe, Loch Creran, and Loch Etive; to the right the island and Paps of Jura, and Colonsay; and in front the Kingairloch, Morvern, Ardnamurchan and Mull hills.

We are now in the Sound of Mull, and after passing Duart Castle, the ancient stronghold of the Macleans of Duart, we come in view of Torosay Castle, beautifully situated in Duart Bay. The steamer now crosses to the Morvern shore, where we see Ardtornish Castle, in which Sir Walter Scott has laid the opening scene of the "Lord of the Isles"—

> "Wake, maid of Lorne, the minstrel sung,
> Thy rugged hills Ardtornish rung,
> And the dark seas thy towers that lave,
> Heav'd on the beach a softer wave;
> As 'mid the tuneful choir to keep
> The diapason of the deep."

Rounding Ardtornish Point, the steamer touches at Lochaline, which is the landing place for the Morvern district. The next place of call is Salen Pier, the landing-place for this district of Mull, after leaving which we pass the fine old ruin of Aros Castle. Shortly after we get a full view of Tobermory, or the "Well of Mary."

Steaming out of Tobermory, and looking towards the Morvern shore, is seen the chapel and residence of Drimnin; and here the Morvern hills terminate on meeting the waters of Loch Sunart, which extends 17 miles inland.

We are now on the waters of the Atlantic, and rounding Ardmore Point, we pass Glengorm Castle. Rounding Callioch Point, Calgary Bay and the castle of Calgary come in sight. At Treshnish Point we get a view of Staffa, the Treshnish Islands, Fladda, the two Cairnburgs, Lunga, and Bach, or the "Dutchman's "Cap," so named from the island being shaped like the latter, and shortly afterwards we reach STAFFA, which means the "Isle of "Columns." There are six great caves or caverns in the isle, chief of which is "Fingal's Cave." "This stupendous basaltic "grotto in the lonely isle of Staffa remained, singularly enough, "unknown to the outer world until visited by Sir Joseph Banks "in 1772. The tremendous noise of the swelling tide, mingling "with the deep-toned echoes of the vault that stretches far into "the bowels of the isle, form a combination of effects without a "parallel in the world."

Sir Walter Scott graphically describes "Fingal's Cave" in the following lines, taken from the "Lord of the Isles"—

"The shores of Mull on the eastward lay,
And Ulva dark, and Colonsay,
And all the group of islets gay
That guard famed Staffa round;
Then all unknown its columns rose,
Where dark and undisturb'd repose
The cormorant had found,
And the shy seal had quiet home,
And welter'd in that wondrous dome,
Where, as to shame the temples decked
By skill of earthly architect,
Nature herself, it seem'd, would raise
A minster to her Maker's praise!
Not for a meaner use ascend
Her columns, or her arches bend:

Nor of a theme less solemn tells
That mighty surge that ebbs and swells.
And still, between each awful pause,
From the high vault an answer draws,
In varied tone prolong'd and high,
That mocks the organ's melody.
Nor doth its entrance front in vain
To old Iona's holy fane,
That Nature's voice might seem to say,
'Well hast thou done, frail child of clay!
Thy humble powers that stately shrine
Task'd high and hard—but witness mine!'"

After a sail of 30 minutes from Staffa, the steamer reaches the island of IONA, and upon being landed passengers are conducted by the official guide to the ruins of the Nunnery and "M'Lean's Cross." This cross is supposed to be the oldest in Scotland, being one of three hundred and sixty said to have been standing on the island, but of which only two now remain entire. We also see in the grounds of the Cathedral the graves of the chiefs and the ancient Scottish kings, of whom sixty are said to be interred here; St. Oran's Chapel, with its fine Norman doorway and triple arch; and the Cathedral itself and St. Columba's tomb; the grave-stones of kings, bishops, abbots, and monks, along with that of M'Leod of M'Leod.

The run back to Oban is by the south of Mull and between the Torrin Rocks. Rounding Ardalanish Point, we get under the precipitous headlands of Mull. Next we come to Carsaig Arches, of a similar formation to Staffa. After passing the arches, we get a sight of a small opening in the hill—the entrance to the "Nun's Cave," the walls of which are said to be covered with carvings of crosses, etc. Shortly afterwards we reach LOCHBUY. From Lochbuy the steamer strikes off from the Mull coast for the Sound of Kerrera, and then Oban.

From a Photograph by G. W. Wilson & Coy.

McCorquodale & Co. Ltd., Glasgow & London.

OBAN.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

II. Loch Etive, Glencoe, and Ballachulish.

The visitor should take the train from Oban to Ach-na-cloich and proceed to the pier, where he will find a boat in waiting Starting from Ach-na-cloich Pier and proceeding up the loch. Bonawe is early reached. Right opposite the village are the famous quarries from which are obtained the paving and building stones for many of the cities of the South. Above Bonawe, says the familiar "Christopher North," it is not the same loch. For a couple of miles it is not wide, and it is so darkened by enormous shadows that it looks even less like a strait than a gulf: huge, overhanging rocks on both sides, ascending high, and yet felt to belong to the bases of mountains that, sloping far back, have their summits among clouds of their own in another region of the sky. Out of this gulf we emerge into the upper loch, and its amplitude sustains the majesty of the mountains, all of the highest order, and seen from base to crest. Cruachan wears the crown, and reigns over them all. But Buachaille Etive (Shepherd of Etive), though far off, is still a giant, and in some lights comes forward, bringing with him the Black Mount and its dependents, so that all seem to belong to this most magnificent of all Highland lochs. About four miles onwards, on the east, opens up Glen No, where red deer are frequently seen. Having arrived at the end of the water trip, the traveller takes the coach, and continues the journey now through Glen Etive. The scenery in this Pass is extremely picturesque in its wildness. On both sides it is hemmed in by high mountains, between the ranges of which can be seen, on the east, the extensive Blackmount Deer Forest, belonging to the Marquis of Breadalbane, and on the west Dalness Forest, another big bit of hunting ground. Along the bottom of the glen rushes the River Etive, which forms very pretty falls first at Coinletter and then at Dalness.

We now join the road down Glencoe, a short distance west of Kingshouse Inn. At this point we look eastwards across the desolate Black Moor of Rannoch, and, if the atmosphere be clear, get a peep at Schiehallion. We now make our way through a bare, featureless region, till, crossing the watershed, we reach a parapet called the "Study," from which we have a magnificent view of that wild, rugged, mysterious, savage sterility and desolation combined which marks Glencoe as the gloomiest and most impressive of Scottish glens. Just before entering the ravine, there is, on the north, a steep ascent called the "Devil's "Staircase," and towering away on the south is Buachaille Etive. The coach wends its way into the romantic Glencoe. Macaulay, in describing the glen, says that the name signifies the "Glen "of Weeping." The scenery in the pass is the grandest and most magnificent in Scotland. Down the bottom of the vale hurries the wild stream of Cona, celebrated by Ossian, who is said to have been born on its banks. About the middle of the vale there is a small patch of water called Loch Treachtan, and a little way further on we pass a green valley—where there are one or two small dwellings—the scene of the terrible massacre in 1692, when 38 members of the Clan Macdonald were most foully murdered by the soldiers of the Government, after having enjoyed for some time the hospitality of their victims. This perfidious and bloody tragedy, when it became known, filled England and Scotland with horror. As the coach begins to emerge from the glen, on the river bank below a small bridge will be observed the gable of the dwelling of MacIan, chief of the Macdonalds at the time of the outrage; and ere long the traveller sees in the distance Loch Leven. The next point is BALLACHULISH, a beautiful spot near the mouth of the loch, and commanding a grand expanse of lovely scenery. There is a large hotel at Ballachulish, and steamers sail north to Fort-William, and south to Oban daily.

III. Mull, Skye, and Gairloch.

Emerging from Oban Bay on board Mr. MacBrayne's swift steamer "Gael," we follow the same course across Loch Linnhe and through the Sound of Mull as on the route to Staffa and Iona. Half-an-hour after leaving Tobermory, the steamer gets abreast of Ardnamurchan Lighthouse on our right. We next proceed to the island of Eigg, in which there is a cave which was the scene of a frightful tragedy in the seventeenth century, when the Macdonalds, who had taken refuge in this cave from the Macleods, were suffocated, the whole of the inmates—over 200—perishing.

The island of Rum lies about 13 miles to the west of the steamer's course, and still further west is the island of Canna, one of the greenest of the Hebridean Isles—

"Lone-set amid the melancholy main."

We now proceed to Loch Scavaig, in the Isle of Skye, where passengers leave the steamboat to visit Loch Cornisk, one of the grandest and wildest lochs in Scotland—

"A scene so rude, so wild as this,
Yet so sublime in barrenness.
Ne'er did my wandering footsteps press
Where'er I happed to roam."

Loch Nevis ("Loch of Heaven"), on the opposite side of Armadale Bay (where Lord Macdonald's castle is conspicuous), divides the districts of Morar and Knoydart. Isleornsay Light is passed on the left, and as we round into the bay, the little village of Isleornsay appears. On the right we observe the entrance to Loch Hourn, which, by the way, signifies the "lower regions," so termed from its wild and gloomy appearance: has the precipitous peak of Ben Screel on its northern shore. Crossing the Sound of Sleat, we reach Glenelg. The ruins of the Bernara Barracks are a little distance from the inn. They were built and garrisoned after the Rebellion of 1745, to keep the Highlanders in

check. Sweeping round the head of the Sound, we pass through a narrow channel called Kyle-Rhea, and emerge into Loch Alsh. Loch Duich, a beautiful and picturesque loch, winds among the hills to the right, and further on is Balmacarra. On the left stands the ruin of Castle Moil, built by a Danish princess, near which is the village of Kyleakin.

We now touch at BROADFORD, after leaving which we have the island of Scalpa on our left, and soon arrive in Portree Harbour, where the hills rise almost perpendicularly from the sea. PORTREE ("the King's Port"), so called from having been visited by James V. of Scotland, appears from the steamer to be quite a picturesque place. Here tourists land to visit the Quiraing or Basaltic Pillars, Duntulm Castle, Kilmuir Churchyard, with the monument to Flora Macdonald, and also for the Cuchullin Hills and Loch Coruisk. Portree contains 2,500 inhabitants, principally engaged in fishing and cloth weaving. Leaving Portree for Gairloch, we re-enter the Sound of Raasay. The entrance to "Prince Charlie's Cave," the subject of Duncan's famous picture of the Prince guarded by Flora Macdonald, is discernible near the shore on the left, before passing the little island of Holm. Above the island of Holm are the Storr Rocks, with the "Old Man of Storr"—a pinnacle 160 feet high—conspicuous in the front, while further on are the basaltic pillars called the Kilt Rock. On the right we pass the rocky island of Rona, separated from Raasay Island by a narrow channel called the Kyle of Rona.

On the left is seen the northern part of Skye and some of the Hebridean Islands in the distance. On the right are the Torridon Hills, and behind we have a beautiful panorama of the mountains of Skye. As we approach GAIRLOCH, in a little creek on the right is the village of Badachro, formerly an important fishing station. Rounding into a sheltered corner of the bay, the pier is reached. Carriages are in waiting to take us

to the hotel, passing on the right Flowerdale House, the residence of Sir Kenneth Mackenzie, Bart., the proprietor of Gairloch. From the hills above Poolewe, six miles from Gairloch, a magnificent view of Loch Maree, one of the grandest and most picturesque of Scottish lakes, is obtained. We may return by steamer every Monday, Wednesday, and Friday morning to Oban, or we may go on by the steamer to Stornoway, the capital of the Hebrides.

IV. Ballachulish, Fort-William, and Inverness.

Having got on board Mr. MacBrayne's steamer "Fusilier" at Oban, the tourist is borne away northwards, and, while obtaining almost at once a magnificent view of the hills of the Western Islands, passes in turn Dunolly Castle and Dunstaffnage Castle, with Loch Etive stretching inland—all of which have been already described. Close quarters are now gained with the island of Lismore on the west. On the opposite shore from that on which the steamer passes there are the ruins of Achinduin Castle, formerly the Episcopal Palace; and of Castle-Rachel, an old Scandinavian fortalice. Shortly afterwards the antiquated ruin, Firefoor Castle, supposed to have been a Scandinavian watch-tower, is seen on the "green shores of Lismore." Leaving Lismore behind, the steamer crosses Appin Bay, and touches at the tiny village of Appin. Holding northwards, the steamer passes the islands of Shuna and Balnagowan, and, after rounding a small peninsula, Ardshiel House, where Sir Walter Scott frequently sojourned during his young days, comes into view, and now we are at the mouth of Loch Leven, near which is the village of Ballachulish, divided into two by the loch—the starting place of the coaches for the famous Glencoe.

After crossing the mouth of Loch Leven, Loch Eil is entered. As the head of the loch is approached, the tourist reaches Fort-William. The chief attraction in this district is Ben

Nevis, the highest point of Her Majesty's dominions in Great Britain, being 4,406 feet. The Scottish Meteorological Society have erected a permanent Observatory on the summit, and it is annually visited by upwards of 3,000 people. The ascent is now rendered comparatively easy by a winding path, formed in connection with the Observatory, the distance from Fort-William to the summit being seven and a-half miles. Many tourists ascend the Ben in the evening to see the sun rise over the German Ocean, and, when the atmosphere is clear, the view is, for variety, grandeur, and extent, simply indescribable. Comfortable refreshment rooms have been erected on the summit, with sleeping accommodation for twelve persons.

The steamer now makes for the pier at CORPACH, a little village situated at the point where Loch Eil turns sharply to the westward. Tourists disembark at Corpach, and cabin passengers are conveyed in omnibuses to BANAVIE, where there is a large hotel, commanding an excellent view of Ben Nevis. From this place the tourist may visit the historical Glenfinnan (the distance being about 15 miles), where there is a monument in memory of Colonel Cameron, who was killed while leading his regiment—the 92nd Highlanders—at the battle of Waterloo. Some distance onwards is Fassifern House, and at the head of the loch is Loch Eil House, once the residence of the head of the Clan Cameron, now a farm steading. Here it was, at the Rebellion of 1745, that Prince Charles Edward Stuart ("Bonnie Prince "Charlie") unfurled his banner, amid the acclamation of the Highland chiefs and their "warriors true" who shared his fortunes till the last ray of hope died on the fatal field of Culloden. On the spot where the ill-fated standard was raised there is now a monument to the Prince, with an inscription in English, Gaelic, and Latin.

The Great Glen of Scotland, through which the CALEDONIAN CANAL runs, consists of a chain of lakes—Loch Lochy (10 miles),

Loch Oich (4 miles), and Loch Ness (24 miles)—and these are connected by a series of artificial canals, measuring altogether 24 miles in length.

On the banks of the Lochy stands Inverlochy Castle, said to have been once a royal palace, fabled as the site of a great maritime port, but now celebrated as giving name to one of Montrose's greatest victories over his inveterate enemy, Argyll. After an unprecedentedly quick march of 30 miles across snow-clad hills, the battle was fought on 2nd February, 1645, when about 1,500 were slain. The account of the victory so elated the hopes of King Charles I. as to be the cause of his breaking off negotiations for peace with the Parliamentary Commissioners, and may thus be said to have led to his ruin. Queen Victoria resided at the modern Inverlochy Castle, Lord Abinger's, for some time in 1873. Tor Castle, an old stronghold of Clan Chattan, stands on the west bank of the Lochy.

In less than seven miles the steamer reaches Gairlochy Lock, and here, on the right, is the mail coach road from Kingussie, through Glen Spean. Loch Lochy, which is now entered, is flanked by steep, green mountains. On our left is seen, standing in a wooded glen, Achnacarry Castle, the seat of Cameron of Lochiel. Near it are the romantic ruins of the old castle which, after the defeat of the Highlanders at Culloden, was burned by the Duke of Cumberland and his soldiers. This is one of the most picturesque places on the route. Prince Charlie, in his flight from Culloden field, found a hiding place in a cave in the neighbourhood. The village of Laggan is passed between Loch Lochy and Loch Oich.

Loch Oich has 100 feet of an elevation above sea level, and forms the summit of the Caledonian Canal. The ruins of Invergarry Castle stand on the side of the river, and at the mouth of Glengarry. It also was burned by the soldiers of Cumberland after the battle of Culloden. Aberchalder, at the north end of

the loch, near Cullochy Lock, was the scene of the gathering of Prince Charles' army. About two miles from Cullochy is Kyltra Locks, where passengers may enjoy a walk of two miles along the Canal banks, and join the steamer again at FORT-AUGUSTUS. The old fort was built by General Wade in 1729, for the purpose of keeping the clans that had taken part in the Rebellion of 1715 in order. Its site is now occupied by a monastery of the Benedictine Order.

The shores of Loch Ness are beautifully wooded. A short distance northwards Glen Morriston is seen on the left, and a few miles further, on the opposite side of the loch, are the far-famed Falls of Foyers, of which the poet Burns wrote the following lines impromptu—

"Among the heathy hills and ragged woods.
The roaring Foyers pours his mossy floods,
Till, full, he dashes on the rocky mounds.
Where, through a shapeless breach, his stream resounds.
As high in the air the bursting torrents flow,
As deep recoiling surges foam below,
Prone down the rock the whitening sheet descends,
And viewless Echo's ear, astonish'd, rends.
Dim seen through rising mists and ceaseless showers,
The hoary cavern, wide surrounding, lowers;
Still through the gap the struggling river toils,
And still, below, the horrid cauldron boils."

The steamer usually waits at the pier to give passengers time to visit the falls, the distance to which is about three-quarters of a mile. There are two falls, about a quarter-of-a-mile apart but the lower one is the most imposing, the water making a perpendicular descent of 200 feet.

Further on, we arrive opposite the entrance to Glen Urquhart, in which is situated DRUMNADROCHIT, a pleasant summer resort, of which Shirley Brooks wrote—"If there "were many places like Drumnadrochit persons would be in "fearful danger of forgetting that they ought to be miserable."

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FINGAL'S CAVE, STAFFA.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

Speeding onwards, we pass Temple Pier, Aldourie, and Dochgarroch Loch, and soon is seen Tomnahurich, a singularly shaped hill rising from a level plain, on the top of which is the "city of the dead."

In a few minutes after passing this hill we arrive at MUIRTOWN, the landing-place for Inverness, the capital of the Highlands, and one of the finest situated towns in the kingdom. It stands on the River Ness, not far from its mouth. The country around is rich and pleasant. As a tourist centre, INVERNESS owes its chief attraction to the beautiful views to be obtained from several points within the town itself, and from the hills in its immediate neighbourhood. For more details as to Inverness our readers should consult the local guides, as we must now return to the trunk main line at Dunblane, with the view of resuming our journey north.

Main Line—*Continued.*

Leaving Dunblane, we pass KINBUCK and GREENLOANING Stations. About a mile and a-half from the latter station is Ardoch Village, at which is the Roman camp, one of the largest and most perfect stations in the country. It was visited by the Queen and Prince Consort in 1842. After leaving Greenloaning we pass BLACKFORD, noted for its breweries, which were in existence when James IV. was crowned in 1488, as evidenced by the accounts rendered by the brewer for ale supplied on that occasion. Near Blackford is Carsbreck Loch, a favourite *rendezvous* for curling (the national game of Scotland), and the meeting-place for the match between the curlers of the north and south sides of the Forth. About two miles east of Blackford is the beautiful Pass of Gleneagles, the chief glen of the Ochils, stretching away to the Devon in the south. CRIEFF JUNCTION is now reached. From this station a branch runs to the town of Crieff, nine miles distant.

We next pass AUCHTERARDER Station—the town being on a hill on our left—then DUNNING, near which, on the banks of the Earn, is the old House of Gask, rendered famous by Lady Nairne's plaintive song of "The Auld House," and next we arrive at FORTEVIOT, the ancient capital first of Pictland, thereafter of Scotland. It was at Forteviot that the army under Edward Baliol surprised and almost annihilated the troops under Mar, the Regent of Scotland, on 12th August, 1332. Between Forteviot and Forgandenny a glance may be had of the pretty castle of Dupplin, the seat of the Earl of Kinnoul. Shortly after passing FORGANDENNY we cross the Earn, and the train runs into Moncrieff Tunnel, on emerging from which the passenger finds himself in the "Fair City" of Perth, at the station of which the Railway Companies have provided a splendid hotel.

PERTH stands on the River Tay, and is one of the most interesting towns in Scotland, alike on account of its antiquity and the beauty of its surroundings. It is supposed to have been built by the Romans, either on its present site or on a site a little further north, near the junction of the Almond with the Tay. Of its antiquity not much trace now remains, thanks to the excitement aroused by the sermons of John Knox, which led to the destruction of the monasteries. In ancient times Perth was perhaps the most important town in Scotland. From 1201 to 1459, fourteen Parliaments met within its walls. Perth also played a prominent part in the War of Independence. In 1297 Wallace captured Perth, which he made his headquarters, and in 1306 Bruce appeared at Perth, and challenged the English governor to single combat, which was accepted; but Bruce was followed to Methven by the English, taken quite unprepared, and his troops defeated. Bruce returned to Perth in 1311, and after laying siege to the city for six weeks without success, he took it by stratagem. James I. was assassinated in the monastery of

Black Friars at Perth in 1437. Perth was also garrisoned during the Rebellion of 1745 by a portion of Prince Charles Edward's followers, and the Duke of Cumberland's army passed through the city on its way to and from Culloden.

The North Inch was the scene of the judicial combat between the Clans Chattan and Quhele, in which "Hal of the Wynd" fought for the Clan Chattan, who were a man short, and performed prodigies of valour. He did not know the name of the clan he was fighting for, and when asked, stated that "he was "fechtin' for his ain hand," which has passed into a proverb. The whole circumstances are detailed by Scott in the "Fair Maid "of Perth."

The environs of the city, besides being highly picturesque, are rich in objects of antiquarian and romantic interest. Kinnoul Hill curves round from the crags of Kinfauns, and confronts Moncrieff Hill. It has cliffs, recesses, woods, and walks, which command exquisite views, and are open to the public. Many local poets have sung the beauty of the view from Kinnoul Hill, but none of them describe it better than Dr. Anderson, the author of "Pleasures of Home."

"Here rise thy Gothic glories, proud Kinfauns!
Amid umbrageous elms and swelling lawns.
There Elcho frowns as grimly as of yore.
When mail-clad Wallace swam from shore to shore,
And yonder looms the lonely spectral tower.
Round which the clouds of grey tradition lower:
While 'mid the vale, with Earn's wanderings bright,
The camp-crowned Moredun lifts his piney height.
There Scone, half buried 'mid the olden trees.
That speak of regal crowns to every breeze.
Lo! green Dunsinnan rises o'er the plain,
For Shakespeare famous and the murderous Thane
And yonder Birnam stands, as then it stood
When onward marched its dark portentous 'wood.
Lo! what a vision of the rolling Tay,
Leaving his mists and mountains far away;

Like a bold chief, he brings from Highland hills
His mingling myriads of resounding rills,
And ends his race beneath yon castelled steep
That rears its hoary head above the restless deep."

Moncrieff Hill stands on the peninsula between the Earn and the Tay, and commands a grand view of Strathearn, Strath Tay, and Perth. The view from this hill has been described by Pennant, the historian, as "the glory of Scotland." The Roman army, when descrying from it the view of Strath Tay, exclaimed, "*Ecce Tiber! Ecce Campus Martius!*" ("Behold the Tiber! "Behold the field of Mars!"), an allusion intended as a compliment to their native land, but Sir Walter Scott's lines have pungent point—

"'Behold the Tiber! the vain Roman cried,
Viewing the ample Tay from Baiglie's side;
But where's the Scot that would the vaunt repay,
And hail the puny Tiber for the Tay?"

Scone Palace stands about two miles north of Perth, on the left bank of the Tay, surrounded by magnificent woods. It was at one time the Windsor of Scotland, and the home of the Stone of Destiny from the time of its removal from Dunstaffnage Castle till it was taken by Edward I. to Westminster. Besides being an ancient seat of royalty, it was the coronation place of most of the long line of Scottish sovereigns from Kenneth III. to Charles II. It was also the meeting place of ten Scottish Parliaments, and the site of an abbey, which has, however, all disappeared. The palace still contains the bedroom furniture used by James VI., and a bed embroidered by Queen Mary. Some trees planted by the unfortunate queen are still to be seen in the grounds.

From Perth a branch line runs to Dundee, thence on to Arbroath, and joins the main line at Guthrie. This is rather off the track of tourists, but a short description of the route may not be amiss at this point.

Perth to Dundee, Arbroath, and Guthrie.

On leaving Perth Station the branch skirts the South Inch, and crosses the Tay. After going round the base of Kinnoul Hill a glimpse is got of Kinfauns Castle, on our left rear. A little further on, to our right, standing on the south bank of the Tay, are the ruins of Elcho Castle, associated with the history of Sir William Wallace. Beyond, the country is furrowed with gracefully wooded vales. As the country opens up the Sidlaw Hills appear on our left, and on our right the church and park of Errol. We are now traversing the perfect flat of the Carse of Gowrie, the beauties of which have been celebrated by Lady Nairne in her beautiful song "The Lass o' Gowrie." The estuary of the Tay reappears, and looking back, we see the famous hill of Dunsinane. The spires and chimneys of Dundee now appear in front, and coming close alongside the estuary, with a pretty view across it to the Fife hills, we may note, close beside the railway, the ivied ruin of Invergowrie Church. We shortly afterwards pass MAGDALEN GREEN, and enter Dundee (West) Station.

DUNDEE is the third most populous town in Scotland, a thriving seaport, and the seat of extensive jute manufactures. It is a town of great antiquity, and suffered considerably at the hands of Edward I., who destroyed the ecclesiastical edifices and carried off the charters, which were, however, renewed by Bruce. Dundee was burned for the third time in 1385 by the Duke of Lancaster, but afterwards attained to greater eminence and prosperity. Again, at the hands of General Monk and also of Montrose, it suffered severely. The resistance which Monk encountered was stubborn and prolonged, and he revenged himself by a great slaughter of the inhabitants. Some time may be pleasantly spent in visiting various objects of attraction in the town and its vicinity. Amongst these is the picturesque Gothic tower in the Nethergate, dating from the fourteenth

century, and from which magnificent views can be obtained The pile of buildings in the middle of the town, known as the Albert Institute, having a statue of the poet Burns in front, form a noble Gothic monument to the memory of the Prince Consort—the rooms consisting of an excellent free library, museum, and picture gallery. A spacious and beautiful esplanade forms a magnificent promenade along the south base of the town, from the foot of Union Street westward for about a mile and a-half to the Magdalen Green, and at the present time the town authorities are engaged in extending this esplanade considerably further west.

No visitor to Dundee should miss ascending "Dundee Law" —a verdant hill, which rises to a height of 572 feet, immediately to the north of the town. From the top a splendid prospect can be had in all directions.

Dundee is a good centre from which to make excursions to various places of interest in the district, including St. Andrews, which is only about 13 miles distant.

ST. ANDREWS is a well-built town, with fine, spacious streets; and the historical and architectural interest of its famous University induces many tourists to diverge from the direct route to the Highlands in order to see it. The See of St. Andrews was founded in the eighth century, and in 1471 it was made an Archbishopric. The oldest building extant in the city is St. Regulus Tower, standing in the Cathedral enclosure. The Cathedral was commenced about the middle of the twelfth century, but was not finished till 1318, and the signal for its demolition was given (as in many other cases) by John Knox St. Andrews Castle, abutting on the sea, was founded about the year 1200. It was in this castle that Cardinal Beaton was murdered in 1546. James VI. also took refuge in it after the Gowrie Conspiracy.

The University is the oldest in Scotland, having been founded

in 1411 by Bishop Wardlaw. It consists of three Colleges, viz. :—St. Mary's, St. Salvator's, and St. Leonard's—now amalgamated under the name of the United Colleges. There are extensive links in the near vicinity of the city, famous for the game of golf. Near the Golf Club House is an obelisk erected to the memory of the Covenanters who suffered at St. Andrews.

Magus Moor, formerly a bleak and wild tract, but now cultivated, and the scene of the murder of Archbishop Sharp, is about three and a-half miles from St. Andrews.

From Dundee a branch line runs north to the main line at Alyth Junction.

Resuming our route northward from Dundee (East) Station, we skirt the north shore of the Firth of Tay, and soon arrive at BROUGHTY FERRY, a favourite suburban residence and popular resort of Dundonians, and from which a branch line runs off to Forfar. Our next station after leaving Broughty Ferry is MONIFIETH. Passing it, the line forms the base of a sandy, triangular promontory, at the apex of which is the Buddon Ness Lighthouse. At CARNOUSTIE we get close to the sea again, and run alongside of it to ARBROATH, or Aberbrothock—the "Fair-"port" of Sir Walter Scott's "Antiquary"—a large town, a seaport, and another seat of the linen trade. The chief object of interest in Arbroath is its fine old Abbey, founded in the twelfth century by William the Lion. A tomb near the high altar is thought to contain the remains of the founder. The structure appears to have been a mixture of Norman and Early English, and is now mostly in ruins. The Catherine wheel window in the gable is, however, entire. Dr. Johnson, in his tour, visited the Abbey, and has recorded the impression it left—"I should "scarcely have regretted my journey had it afforded nothing "more than the sight of Aberbrothock."

The Bell Rock, which got its name from a bell which the

Abbot of Aberbrothock had suspended on it as a warning to mariners, lies 12 miles south-east of Arbroath, and is thus referred to in Southey's ballad of "Ralph the Rover"—

> "The pious Abbot of Aberbrothock
> Had placed that bell on the Inchcape Rock;
> On the waves of the storm it floated and swung,
> And louder, and louder its warning rung.
> When the rock was hid by the tempest's swell,
> The mariners heard the warning bell;
> And then they knew the perilous rock,
> And blessed the Abbot of Aberbrothock."

There is now a lighthouse on the rock, which can be seen from Arbroath in clear weather. Auchmithie caves and cliffs, about three and a-half miles north-east of Arbroath, have romantic features. They are the "Musselcrag" of Scott's "Antiquary," and the scene of the escape of Sir Arthur and Miss Wardour, narrated in that novel. Leaving Arbroath, a very few minutes takes us to GUTHRIE JUNCTION, where we must wait the arrival of the main line train from Perth, so that we may journey northward in company.

Before starting on our journey to Aberdeen, it may be more convenient to follow the line from Perth to Crieff, the junction for which goes off the main line a short distance north of the station.

Perth to Crieff.

After passing Almondbank, the site of the battle between Montrose and the Covenanters in 1644, we soon arrive at METHVEN. In Methven Wood Wallace found a safe hiding-place, and about a mile from the village is the battlefield where Bruce was defeated by the Earl of Pembroke in 1306. Amongst the other interesting places in this neighbourhood is Lynedoch Cottage, the scene of the touching story of Bessie Bell and Mary Gray, embalmed in Scottish song. About half-a-mile from

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PERTH, FROM BARNHILL.

CALEDONIAN RAILWAY TOURS IN SCOTLAND.

the cottage is Dronach Haugh, where these young and unfortunate beauties lie buried, their grave being marked by yew trees and enclosed by an iron railing. Within a mile and a-half of Methven are the ruins of Ruthven Castle, the scene of what was known as "The Raid of Ruthven," in 1582.

From Methven a beautiful drive can be had through the "Sma' Glen" to Amulree, and on to Aberfeldy. The "Sma' "Glen," a gorge through which the Almond water runs, is two and a-quarter miles long, enclosed by vertical heights of from 1,000 to 2,000 feet, and terminates about five and a-half miles north-east from Crieff. It has near its upper extremity a cavity marked by a cubical stone about eight feet high, believed by some antiquarians to be the grave of Ossian, and which for ages was known as Clach-Ossian among the surrounding Highland peasantry. As has already been stated, this drive can also be made from Crieff.

The next station is MADDERTY, near which stand the remains of the Abbey of Inchaffray, built about the year 1200; the only remaining portion of the ancient building being a ruined gable and a mass of stones, pointing to the mutability of all things earthly. It was the Abbot of Inchaffray who said mass in sight of the Scottish army at Bannockburn. Near ABERCAIRNEY station is the "Glen of the Muckle Burn," one of the most charming retreats in the district.

Shortly after leaving Abercairney we pass INNERPEFFRAY, with its chapel and castle; and four miles beyond the train reaches Crieff, which has been already described.

Perth to Aberdeen.

Resuming our journey at Perth for Aberdeen, we soon cross the River Almond, a tributary of the River Tay, and pass LUNCARTY, the site of a famous battle between the Danes and the Scots in 990, when the flying Scots were stopped by Hay

and his two sons (three ploughmen), and the battle turned in their favour. Hay, the hero, was rewarded handsomely, and founded a family still represented in the Scottish nobility.

STANLEY, so called after Lady Amelia Stanley, daughter of the Earl of Derby and Marchioness of Athole, is passed about seven miles from Perth. Here the Highland Railway to Inverness and other places branches off the Caledonian line to our right. Stanley is a resort of anglers, being situated within a few minutes' walk of the best angling part of the Tay. Within the grounds of Stanley House are the ruins of Inchbervis or Inchbervie Castle, a building of a very unique character, and said to have been resorted to by Wallace. Near Stanley is the Linn of Campsie, a picturesque cataract on the River Tay, having beside it the ruins of a religious house and chapel, rendered famous as the place where Catherine Glover, the "Fair Maid of Perth," met and had a conference with the chief of the Clan Quhele after the fight on the North Inch at Perth, when the latter in a fit of frenzy threw himself into the Linn and was drowned, as has been so graphically described by Sir Walter Scott in the "Fair Maid of Perth." A few miles beyond Stanley is CARGILL, and within about a mile of the station, on the Perth and Blairgowrie Road, is the "Great Beech "Hedge at Meiklour," one of the arboreal wonders of the world. It extends to 580 yards in length, and 80 feet in height. Visitors from all parts go to see it. Passing on, we reach the thriving manufacturing town of COUPAR-ANGUS, on approaching which, Dunsinane Hill comes into view on the right. About eight miles distant to the left is the Hill of Birnam, which can be seen most of the way from Perth, now bare, but from its once wooded slopes was cut the moving grove which so chilled the heart of Macbeth—

> "Fear not till Birnam Wood
> Do come to Dunsinane."

The principal object of general interest in Coupar-Angus is the Abbey, founded in 1164, and for four centuries one of the great seats of religious instruction and worship in the country. The abbey is now in ruins, only a fragment of it remaining.

Coupar-Angus to Blairgowrie and Braemar.

At Coupar-Angus a branch goes off the main line to BLAIRGOWRIE, a town situated on the banks of the Ericht, on the confines of the Highlands, amidst highly picturesque scenery. There are several interesting ruins in the neighbourhood; while coaches run through the Spittal of Glenshee to Braemar, one of the finest drives in Scotland.

On leaving Blairgowrie, the road crosses the river by a handsome bridge, and passes through the Burgh of RATTRAY. A short distance beyond, the beautiful grounds of Craighall are entered. The River Ericht here winds through a magnificent dell, among densely-wooded slopes and beetling crags, presenting a succession of scenes of soft beauty, mingled with wild, rugged grandeur. Craighall has served as the prototype of "Tully-veolan" in Scott's "Waverley." At Bridge of Cally the traveller should not miss the fine view of the River Ardle, tumbling over its rocky bed, and the picturesque old bridge by which it is spanned.

About three miles further up, King's Seat, a conical peak, is passed. It is supposed to have received its name from some king having sat there to administer justice. A little beyond Cray House we reach the highest point of the road between Blairgowrie and the Spittal, and we get a view of Dalnaglar Castle, near which is *Clach Mhoid*, or "Judgment Stone," where justice was administered in the days when lairds had the power of "pit and gallows." The road now turns to the left, and Glenshee proper is entered, the picturesque scenery and bracing air of which render it a charming rural retreat. The head of the

glen is called *The Spittal*, a corruption of hospital, from there having been here formerly a hospice or refuge for travellers. We now pass up the wild, romantic Glenbeg, the scene of frequent battles between the people of Glenshee and cattle lifters from the north. At the top of the pass is a cairn marking the boundary of the counties of Perth and Aberdeen, and close at hand is the scene of the battle of Cairnwell. The road now runs down hill to CASTLETON OF BRAEMAR, at the foot of the Cairngorm range of mountains. Here a coach can be got to BALLATER, from which a train takes the traveller to Aberdeen.

Main Line—*Continued.*

Proceeding north from Coupar-Angus we pass ARDLER, and before reaching Alyth Junction, the branch which runs to Dundee through the Clack of Newtyle. The branch to Alyth leaves the main line at ALYTH JUNCTION, passing MEIGLE, one of the oldest of Scottish villages, where there are many old sculptured stones or monuments—the delight of the antiquary.

ALYTH is a clean little town, which has its chief interest for tourists in its position as a centre for visiting Glen Isla and the "Reekie Linn,"—a leaping cataract of the Isla, within a long gorge, flanked by mural rocks upwards of 100 feet high. The river here makes three splendid leaps over a precipice of about 60 feet, the water, when the river is in flood, sending up the spray in such an apparent cloud of smoke as to give rise to the name.

Forter Castle, which, along with Airlie Castle, was destroyed in 1640 by Argyll, is in the neighbourhood, and is the "Bonnie "House o' Airlie" referred to in the well-known song—

> 'It fell on a day, a bonnie simmer's day,
> When the corn grew green and fairly,
> That the great Argyll, wi' a' his men,
> Cam' to plunder the bonnie house o' Airlie."

By following the road up Glen Isla, we reach the road through Glenshee to Braemar, already described.

Passing on from Alyth Junction, EASSIE, with its ruined kirk, close to the line on our left, is passed, and beyond, GLAMIS is reached. It was at the old castle of Glamis, on the site of the present mansion, that King Malcolm II. was murdered. The present house contains some interesting rooms and ancient curiosities, amongst them the "Lion Cup" of Glamis, from whence Scott derived his notion of the "Blessed Bear of Bradwardine," mentioned in "Waverley."

FORFAR is a town of great antiquity, and at one time earned a dismal notoriety for burning women accused of witchcraft—an instrument called the "Witches' Bridle," *i.e.*, a gag, being still preserved in the public library.

From Forfar a branch line runs to KIRRIEMUIR, a neat and quaint little town—the "Thrums" of J. M. Barrie's Novel, "A "Window in Thrums"—a very good place for starting to explore those parts of the Scottish Highlands that occupy the confines of Forfarshire and Aberdeenshire.

About seven miles beyond Forfar we reach Guthrie, where we formerly left the passengers who had journeyed *via* Dundee and Arbroath. After leaving Guthrie there is nothing calling for special mention till after passing FARNELL ROAD, when the towers of Kinnaird Castle, the splendid modern mansion of the Earl of Southesk, are well seen on our left, and immediately afterwards we arrive at BRIDGE OF DUN

Brechin Branch.

From Bridge of Dun there is a branch line to BRECHIN, a town of great antiquity; a seat of the Culdees in the seventh century, and afterwards the seat of a diocese. The nave of the Cathedral is still preserved, and is used as the parish church.

Adjacent to this edifice is a round tower, 101 feet high, reckoned to be nearly 1,000 years old. It is similar to that at Abernethy, in Fifeshire, and to the round towers in Ireland. The top lintel has a representation of the crucifixion; on the side of the door are the effigies of two monks; and a grotesque animal is on each side of the door-sill.

In the town public library are many valuable MSS., among them being the original chartularies of Brechin and St. Andrews, etc., and the original correspondence between Robert Burns and George Thomson, made use of by Scott Douglas in his edition of the poet's works. An original and valuable portrait of the great Marquis of Montrose by Honhurst adorns the library.

To the west of the town is Brechin Castle, a seat of the Earl of Dalhousie. It stands on a rock adjoining the River Esk, on the site of an old castle which stoutly resisted the attempts of Edward I. to capture it. The district round Brechin is very interesting, the route from Brechin to Edzell and Tarfside opening up an extensive region of picturesque country. The antiquarian will rejoice in the Caterthuns, two apparently artificial hills, on which are the remains of old forts. Stracathro Church was the scene of John Baliol's submission to Edward I. EDZELL is a very pretty village, and has a fine, open, healthy situation. Edzell Castle is a fine old ruin, and was once the seat of the family of Lindsay. The wooded glen of the North Esk, from Edzell for three miles upwards, affords one of the loveliest walks imaginable

Main Line—*Continued*

Beyond Bridge of Dun we have on our right the wide inland estuary of the South Esk, with the graceful tower and spire of Montrose Church in the distance beyond. The train pulls up at DUBTON JUNCTION, where the branch for Montrose goes off.

MONTROSE is a pleasant town standing on a peninsula between the South Esk and the sea. In the High Street are statues of Joseph Hume and Sir Robert Peel. There are extensive golfing links in the vicinity of the town. It was from Montrose that the good Sir James Douglas sailed for the Holy Land with the casket containing the heart of Bruce, and the Chevalier de St. George disembarked at it in 1715. At Old Montrose was born James Graham, Marquis of Montrose, the celebrated Royalist general.

About a mile north from Dubton the turnpike road bridge and the Bervie railway viaduct over the Esk are seen to the right, the one overtopping the other. There is a tradition that in the valley of the North Esk, about whose splendid scenery we have already spoken, the men were formerly reproached for the inequality of their visage, and long ago a Glenesk man found his way to Stonehaven. When at dinner in the inn he happened to look up and see himself in a mirror which was in the room. "We may know ye're a Glenesk man by your scraggy face," he said. He had never seen a mirror before, and found he was complimenting himself. The joke was reported and stuck to him.

A mile north of CRAIGO the North Esk is crossed, and four miles further on LAURENCEKIRK is reached. Lord Gardenstown founded and encouraged the town, and several anecdotes are related about it. He built an inn and provided a book for visitors to write remarks in, when one morning he found in it the following—

"From sma' beginnings Rome of auld
Became a great Imperial city;
'Twas peopled also, we are tauld,
By spendthrifts, vagabonds, banditti
Quoth Thomas then, the day may come
When Laurencekirk will equal Rome."

Three and a-half miles north-west of Laurencekirk are the remains of Kincardine Castle, where King Kenneth III. was killed by Lady Fenella in 994. About a mile west from FORDOUN Station is the mansion house of Monboddo, where Johnson and Boswell dined, and which the latter described as a wretched place. After ascending the Bervie Water, and passing DRUMLITHIE, we soon arrive at STONEHAVEN Station.

Dunnottar Church stands on our right when approaching Stonehaven. Here Sir Walter Scott met the original of "Old "Mortality" when he was repairing the Covenanters' grave-stones. About one and a-half miles south of Stonehaven stand the ruins of Dunnottar Castle, crowning a sea-cliff 160 feet high. The rock on which they stand is washed on three sides by the sea, and the fourth side is cleft by a deep chasm. The castle figured greatly in the wars of the succession from the time of Sir William Wallace onward. The Regalia of Scotland for a time found a safe refuge here during Cromwell's time. When the castle was about to be surrendered to Cromwell's troops, the minister's wife of Kinneff carried them safely out amongst some clothes, and buried them in Kinneff Church, where they remained till the Restoration in 1660. The castle became a State prison for the Covenanters in the times of Charles II. and James VII., and contains the "Whigs' Vault," in which many of the Covenanters endured torturous confinement, some of them dying in the vault. It was dismantled in 1715, and allowed to fall into ruins.

Immediately after leaving Stonehaven Station we cross Cowie Water on a 14-arched viaduct, 100 feet high. After crossing, the town of Stonehaven is seen to great advantage, and we also get a view of Dunnottar Castle and the rock-bound harbour of Stonehaven. From hence to Aberdeen, except for about four miles, the railway runs along the edge of the cliffs, and affords a fine sea view, the rocky coast being broken

by numerous gullies. The land, generally, is very bleak, and is described by the author of "Waverley," in his "Legend of "Montrose," under the name of "Drumthwacket." FINDON, god-father to the famous "Finnan haddies," is passed, and, shortly afterwards, we sweep suddenly to the left round the Bay of Nigg, with the ruins of St. Fittrick's Church, near the shore, and the lighthouse beyond, cross the River Dee, and enter Aberdeen Station.

ABERDEEN, or "The Granite City," is situated on the north bank of the River Dee. It is the chief seaport of the north-east of Scotland. The city is beautifully situated, and its streets present some of the finest specimens of urban thoroughfare in Great Britain. The material used for buildings is all grey granite, from which the city derives its name of "The Granite City."

Union Street, extending for about three-fourths of a mile, is spacious, having handsome buildings in it, crossing the Denburn Valley on a bridge of sufficient height to command good views.

Like Edinburgh, Aberdeen has its old and new town. Old Aberdeen is situated on the banks of the River Don. It became the seat of a bishopric in 1154, and of a university in 1494. The only part of the cathedral now remaining is its nave, which is now used as a parish church. The Don, at Old Aberdeen, is spanned by a handsome six-arched bridge. About 400 or 500 yards farther up the stream stands the Brig o' Balgownie, a quaint, Gothic structure spanning the Don, and supposed to have been built by Robert the Bruce. Thomas the Rhymer has foretold its downfall in the following couplet—

> "Brig o' Balgownie, wight is thy wa'.
> Wi' a wife's ae son and a mear's ae foal
> Down thou shalt fa'."

Aberdeen forms a good centre from which to visit Deeside and Balmoral; a good halting-place when going to or returning from the north; and also for visiting the Orkney and Shetland

Islands, to and from which boats depart and arrive regularly, calling at Wick on their way. The Great North of Scotland Railway Company have provided a good hotel in close proximity to the station.

A splendid excursion from Aberdeen is up Deeside to Ballater. The scenery is charming, and the climate health-giving and invigorating. The line only extends to Ballater, from which coaches run through the forest of Ballochbuie to Braemar, passing Balmoral Castle, Queen Victoria's Highland home, on the way. Nine miles south-west of Balmoral is the mountain of Lochnagar, which has been pronounced by Lord Byron to be the most sublime and picturesque of the Caledonian Alps.

From Braemar coaches can be got to take the tourist through the Spittal of Glenshee to Blairgowrie, a route which has already been described from the opposite direction.

Aberdeen to Forres.

Getting into a Great North of Scotland Railway Company's train, we soon find ourselves bowling along on our way to Inverness, the capital of the Highlands.

The first station of importance is INVERURIE, a place of great antiquity, situated between the Rivers Don and Ury at their junction. Near the railway, on the right, is the Bass of Inverurie, a curious conical mound, about 60 feet high, with the Ury flowing at its base, which occasioned the following—

> "When Dee and Don run both in one
> And Tweed shall run in Tay,
> Ye little river o' Ury
> Shall bear ye Bass away."

King Robert the Bruce defeated the Comyns at Inverurie in 1308.

KEITH is the next station of importance. It was the birth-place of James Gordon Bennet, the founder of the *New York Herald*. From Keith the tourist has a choice of two routes to Elgin. He can go north and along the coast of the Moray Firth, or south by Craigellachie, and thence to Elgin.

ELGIN is a fine old town, with the remains of a cathedral once amongst the finest in Scotland. From Elgin we pass through a rich agricultural district, with a fine climate, and soon pull up at FORRES Station, where we must for the present leave our visitors till we have brought to Forres those who may have chosen to break their journey at Perth, and come on by the Highland Railway

Perth to Inverness.

From Perth the Highland Company's trains run over the Caledonian line to Stanley Junction.

The first station on the Highland line is MURTHLY, and a few miles beyond we arrive at DUNKELD—one of the prettiest spots in the whole Highlands of Scotland. Near this spot are the remains of the famous Birnam Wood. Only a couple of beeches now remain growing by the side of the Tay, behind Birnam Hotel. A visit to Dunkeld will well repay the trouble, and the grounds of the Duke of Athole are open to visitors daily. Within an easy walking distance of Dunkeld are the Hermitage Falls and Rumbling Bridge, on the Braan.

Resuming our railway journey, we pass DALGUISE, GUAY, and stop at BALLINLUIG, where the branch for Aberfeldy goes off, a route which we have already described.

The next station beyond Ballinluig is PITLOCHRY, a place greatly esteemed on account of its salubrious climate, and much resorted to. A few miles beyond Pitlochry we pass through the famous Pass of Killiecrankie. To realise the full grandeur of the pass it is necessary to walk through it, although a very

good view can be had from the train. Near this place was fought the battle of Killiecrankie, between the Royal forces and the Highlanders under Claverhouse (Viscount Dundee), and where Claverhouse lost his life in the moment of victory. Within easy reach of Pitlochry are the beautiful Falls of Tummel, and also the "Queen's View" on Loch Tummel.

A short distance beyond the Pass of Killiecrankie is BLAIR-ATHOLE, a centre of much that is attractive. Within a short distance of the station are the beautiful grounds and gardens of Blair Castle, with the Falls of Farder. From here, also, one can set out for a day's excursion to examine the beauties of Glen Tilt, one of the grandest, deepest, narrowest, and most prolonged of Highland glens. Three miles west of Blair-Athole are the Falls of Bruar, largely indebted to the poet Burns for their celebrity, who, on visiting them, detected the one thing needful to give grandeur to the scene, and wrote the "Humble Petition to Bruar Water"—

"Would then my noble master please
To grant my highest wishes,
He'll shade my banks wi' tow'ring trees,
And bonny spreading bushes.
Delighted doubly then, my Lord,
You'll wander on my banks,
And listen mony a grateful bird
Return you tuneful thanks."

which petition has been granted, the result being to add much beauty to the falls.

Beyond Blair-Athole the railway crosses Bruar Water, and passes for miles through a bleak country. Descending the valley of the Spey, we arrive at KINGUSSIE, the scene of Prince Charles Edward's farewell to the small body of his troops who survived the fatal field of Culloden.

From Kingussie we still continue our descent of the valley of the Spey, the scenery all the time becoming more wooded

and picturesque. We pass AVIEMORE, and soon arrive at BOAT OF GARTEN, where a branch line of the Great North of Scotland Railway goes off through Strathspey to Keith and Elgin.

Passing on, we reach GRANTOWN-ON-SPEY, a favourite health resort, and an excellent centre for angling and for visiting many interesting places in the vicinity. DAVA Station is next passed, and soon we arrive at Forres Station, where we join those who accompanied us from Aberdeen. The town of Forres is associated with scenes in Shakespeare's "Macbeth," and surrounded by beautiful scenery.

Our next stop is at NAIRN, the "Brighton of the North"—a favourite seaside health resort, with an excellent sandy beach for bathing, and fine golfing links. Near the town is Cawdor Castle, where, tradition says, Macbeth, Thane of Cawdor, murdered King Duncan.

Passing several stations, we reach CULLODEN Station, two and a-half miles south-east of which is the scene of the battle of 1746, which put an end to the hopes of the house of Stuart ever succeeding to the throne of Britain. Shortly after leaving Culloden we arrive at INVERNESS, where the Highland Railway Company have provided good hotel accommodation.

Inverness to Wick and Thurso.

Leaving Inverness, the railway skirts the shore of the Beauly Firth, across which will be seen the Ord Hill. The district between the Beauly Firth and Dingwall is partly luxuriant land, partly broken mountain, but all highly picturesque.

DINGWALL is the junction of the railway to Strome Ferry, where the passenger embarks for the island of Skye, and was at one time the meeting-place of the Norwegian Parliament, or "Iking." Near Dingwall, on the Dingwall and Skye line, is the famous Spa of Strathpeffer. Leaving Dingwall, we soon pass FOULIS Station, near which is Ben Wyvis (3,145 feet high),

commanding an extensive and magnificent view. TAIN, our next stopping-place of any importance, is situated on the shores of the Dornoch Firth. It was here that the wife and daughter of Robert the Bruce were taken prisoners, and given into the custody of Edward I., after their flight from Kildrummie Castle. From Tain the line passes through a bleak country till we arrive at GOLSPIE, near which is Dunrobin Castle, the magnificent seat of the Duke of Sutherland. The railway now skirts the sea till it reaches HELMSDALE. From Helmsdale it strikes inland, following the Helmsdale River to GEORGEMAS JUNCTION. From that junction a line goes north to the town of THURSO, situated at the mouth of the River Thurso. There is a fine promenade on the Links, and the sands to the north of the town form excellent bathing ground.

From Georgemas Junction a line also runs east to the town of WICK, at the head of Wick Bay, on the east coast, the chief seat of the herring fishery. In the town itself there is nothing to interest the visitor, but the rock-bound scenery on the coast near the town is exceedingly grand. From Wick a road leads north for $18\frac{1}{2}$ miles to the shores of the Pentland Firth. On the north-east corner of the mainland, and about a mile and a-half west of Duncansby Head, is the site of John o' Groat's House, the legend connected with which is well known. Near the site a hotel has been built, which is the most northerly habitation on the mainland of Scotland.

The foregoing sketch is not put forth as an exhaustive description of the places of romantic, historic, and scenic interest to be seen in "Bonnie Scotland." It is merely a skeleton, and we must leave visitors to supply the tissues, flesh, and blood, and to galvanise the whole into life by visiting, seeing, and judging for themselves.

TOURS

FROM

EDINBURGH AND GLASGOW

BY

RAIL, COACH, AND STEAMBOAT.

No. of Tour in the Official Annual Tourist Guide.	ROUTE.	FARE FOR THE ROUND. From Glasgow. 1 Class. £ s. d.	From Glasgow. 3 Class. £ s. d.	From Edinburgh. 1 Class. £ s. d.	From Edinburgh. 3 Class. £ s. d.
1	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Lochearnhead by Rail, Coach to Crieff, and home by Rail, or *vice versa*, ...	0 15 3	0 8 6	0 18 6	0 9 6
2	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Crieff by Rail, Coach to Lochearnhead, Rail to Loch Tay, Steamer to Kenmore, Coach to Aberfeldy, and home *via* Perth by Rail, or *vice versa*,	1 9 3	0 19 0	1 14 6	1 1 3
2B	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Aberfeldy by Rail, Coach to Kenmore, Steamer to Killin, Rail to Oban and back to Lochearnhead, Coach to Crieff, and home by Rail; or the route may be reversed, travelling on the outward journey *via* Crieff, and returning *via* Aberfeldy, ...	2 3 9	1 6 3	2 9 0	1 8 6
3	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Crieff by Rail, Coach to Lochearnhead, Train to Crianlarich, Coach to Ardlui, Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, thence home by Rail, or *vice versa*,	1 10 0	1 2 0	1 16 0	1 6 0
4	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Crianlarich by Rail, Coach to Ardlui, Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, and home by Rail, or *vice versa*, ...	1 6 0	1 0 3	1 10 6	1 3 6
5	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Aberfeldy by Rail, Coach to Kenmore, Steamer to Killin Pier, thence home by Rail, or *vice versa*, ...	1 7 6	0 15 9	1 10 0	0 18 0
5A	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Pitlochry, and thence to Aberfeldy, *via* Ballinluig Junction, by Rail, Coach to Kenmore, Steamer to Killin Pier, and home *via* Callander by Rail, or *vice versa*, ...	1 8 9	0 16 6	1 11 3	0 18 9
5B	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Aberfeldy by Rail, Coach to Kenmore, Steamer to Killin Pier, Train to Oban, and home *via* Callander by Rail, or *vice versa*, ...	2 2 0	1 3 0	2 4 6	1 5 3
5C	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Aberfeldy, Coach to Kenmore, Steamer to Killin Pier, Train to Oban, Steamer up Caledonian Canal to Inverness, thence home by Rail *via* Dunkeld and Perth, or *vice versa*, ...	3 17 2	2 0 10	3 19 6	2 1 4

No. of Tour in the Official Annual Tourist Guide.	ROUTE.	FARE FOR THE ROUND. From Glasgow. 1 Class £ s. d.	From Glasgow. 3 Class. £ s. d.	From Edinburgh. 1 Class. £ s. d.	From Edinburgh. 3 Class. £ s. d.
5 D	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Aberfeldy by Rail, Coach to Kenmore, Steamer to Killin Pier, Train to Oban, Steamer up Caledonian Canal to Inverness, thence home by Rail *via* Aberdeen and Perth, or *vice versa*,... ...	3 17 2	2 0 10	3 19 6	2 1 4
5 E	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Aberfeldy by Rail, Coach to Kenmore, Steamer to Killin Pier, Train to Oban, Steamer *via* Crinan Canal to Gourock, and thence by Train to Glasgow or Edinburgh, or *vice versa*, ...	2 2 0	1 3 4	2 6 6	1 4 6
5 F	Edinburgh (Princes Street) to Aberfeldy by Rail, Coach to Kenmore, Steamer to Killin Pier, Train to Oban, Steamer *via* Crinan Canal to Gourock, and thence to Glasgow (Central) by Rail, terminating there. Tickets are also issued for this Tour from Glasgow (Central), going *via* Gourock, Oban, Killin, Kenmore, Aberfeldy, Perth, and terminating at Edinburgh (Princes Street), ...	2 1 0	1 2 0	2 1 0	1 2 0
6 B	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Arrochar, Coach to Tarbet, Steamer to Ardlui, Coach to Crianlarich, and thence home by Rail, or *vice versa*, ...	0 17 6	0 13 6	1 5 0	0 17 3
7	Edinburgh (Princes Street) or Glasgow (Queen Street) to Balloch Pier by Rail, Steamer to Ardlui, Coach to Crianlarich, and thence home by Rail, or *vice versa*, ...	0 17 6	0 13 3	1 7 0	0 17 3
8	Edinburgh (Princes Street) to Callander by Rail, Coach and Steamer through the Trossachs to Inversnaid, Steamer to Balloch Pier, and thence to Edinburgh (Princes Street) by Rail *via* Stirling, or *vice versa*, ...	—	—	1 6 4	1 0 4
8 B	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Callander by Rail, Coach and Steamer through the Trossachs to Inversnaid, Steamer to Balloch Pier, and thence to Glasgow (Queen Street) or Edinburgh (Waverley) by Rail, or *vice versa*, ...	1 0 4	0 16 4	1 6 4	1 0 4
8 C	Edinburgh (Princes Street) to Callander by Rail, Coach and Steamer through the Trossachs to Inversnaid, Steamer to Balloch Pier, and thence by Rail to Glasgow (Queen Street) terminating there,	—	—	1 2 4	0 17 6
8 E	Edinburgh (Princes Street) to Balloch Pier, *via* Glasgow (Central) and Glasgow (Queen Street), by Rail, Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, thence to Edinburgh (Princes Street) by Rail, or *vice versa*, ...	—	—	1 6 4	1 0 4
9	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Ardrishaig, Coach to Ford, Steamer to Loch Awe, and home by Rail, or *vice versa*, ...	1 0 0	0 15 0	1 9 6	0 19 0
11	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Lochgoilhead, Coach to St. Catherines, Ferry to Inveraray, Coach to Dalmally, Train to Oban, Steamer to Ballachulish, Coach through Glencoe to Loch Etive, Steamer to Ach-na-cloich, and home by Rail *via* Callander and Stirling, or *vice versa*, ...	2 15 9	2 3 6	3 2 6	2 6 9
13	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Lochgoilhead, Coach to St. Catherines. Ferry to Inveraray, Coach to Tarbet, Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, and home by Rail, or *vice versa*, ...	1 10 6	1 7 9	1 16 6	1 11 9
14	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Oban, and home by Rail, or *vice versa*, ...	1 1 0	0 11 6	1 9 0	0 15 6

No. of Tour in the Official Annual Tourist Guide.	ROUTE.	FARE FOR THE ROUND. From Glasgow. 1 Class. £ s. d.	From Glasgow. 3 Class. £ s. d.	From Edinburgh. 1 Class. £ s. d.	From Edinburgh. 3 Class. £ s. d.
14 B	Glasgow (Central) to Gourock by Rail, Steamer *via* Crinan Canal to Oban, and Train to Edinburgh (Princes Street), terminating there. Tickets for this Tour are also issued from Edinburgh (Princes Street), going *via* Larbert and Callander and terminating at Glasgow, ...	1 5 9	0 13 10	1 5 9	0 13 10
14 C	Tickets for the same route as Tour 14 are issued from Glasgow on Fridays and Saturdays, available to return up to and including the Monday following, ...	0 18 0	0 10 0	—	—
15	Edinburgh (Princes Street, or Glasgow (Central) to Gourock by Rail, Steamer to Fort-William and back to Ballachulish, Coach to Lochetivehead, Steamer to Ach-na-cloich, and home by Rail, or *vice versa*.	2 12 0	1 19 6	3 0 9	2 4 3
15 B	Edinburgh (Princes Street) to Ach-na-cloich by Rail, Steamer to Lochetivehead, Coach to Ballachulish, Steamer to Fort-William and back to Gourock, *via* Oban, Crinan Canal, and Kyles of Bute, thence Rail to Glasgow, terminating there. Tickets are also issued for this Tour from Glasgow (Central), going *via* Gourock and terminating at Edinburgh, ...	2 19 0	1 18 0	2 19 0	1 18 0
16	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban by Rail, Steamer up Caledonian Canal to Inverness, and home by Rail *via* Aberdeen, or *vice versa*, ...	3 7 4	1 14 1	3 9 9	1 16 3
16 B	Edinburgh (Princes Street) to Inverness, *via* Stirling, Perth, Forfar, or Dundee and Aberdeen, by Rail, Steamer through Caledonian Canal to Oban, thence Rail to Glasgow (Buchanan St.), terminating there. Tickets are also issued for this Tour at Glasgow (Buchanan St.), to terminate the journey at Edinburgh,	3 9 0	1 13 8	3 9 0	1 13 8
16 C	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Callander by Rail, Coach and Steamer through the Trossachs to Inversnaid, Steamer to Ardlui, Coach to Crianlarich, Train to Oban, Steamer up Caledonian Canal to Inverness, and home by Rail *via* Aberdeen, or *vice versa*, ...	3 17 3	2 5 6	3 19 6	2 7 6
17	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban by Rail, Steamer to Inverness, and home by Rail *via* Dunkeld, or *vice versa*, ...	3 7 4	1 14 1	3 9 9	1 16 3
17 B	Edinburgh (Princes Street) to Inverness, *via* Stirling, Perth, and Dunkeld, by Rail, Steamer to Oban, and thence to Glasgow (Buchanan Street) by Rail, terminating there. Tickets are also issued for this Tour at Glasgow (Buchanan Street), to terminate the journey at Edinburgh, ...	3 9 0	1 13 8	3 9 0	1 13 8
17 C	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Callander by Rail, Coach and Steamer through the Trossachs to Inversnaid, Steamer to Ardlui, Coach to Crianlarich, Train to Oban, Steamer up Caledonian Canal to Inverness, and home by Rail *via* Dunkeld, or *vice versa*, ...	3 17 3	2 5 6	3 19 6	2 7 6
18	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Inverness, *via* Crinan and Caledonian Canals, and home by Rail *via* Aberdeen, or *vice versa*,...	3 5 3	1 12 3	3 9 0	1 13 5
18 B	Edinburgh (Princes Street) to Inverness, *via* Aberdeen, by Rail, Steamer to Gourock, *via* Caledonian and Crinan Canals, thence by Rail to Glasgow (Central), terminating there. Tickets are also issued for this Tour from Glasgow (Central), going *via* Gourock and terminating at Edinburgh (Princes Street), ...	3 3 6	1 10 11	3 3 6	1 10 11
18 C	Tickets from Glasgow are also issued for Tour No. 18 whereby Passengers may either go or return *via* Edinburgh (Princes Street), ...	3 9 0	1 13 5	—	—

No. of Tour in the Official Annual Tourist Guide.	ROUTE.	FARE FOR THE ROUND. From Glasgow. 1 Class. £ s. d.	From Glasgow. 3 Class. £ s. d.	From Edinburgh. 1 Class. £ s. d.	From Edinburgh. 3 Class. £ s. d.
1 D	Glasgow (Central) or Edinburgh (Princes Street) to Gourock, Steamer to Ardrishaig, Coach to Ford, Steamer to Loch Awe, Train to Oban, Steamer *via* Caledonian Canal to Inverness, and home by Rail *via* Aberdeen, or *vice versa*, ...	3 15 3	2 2 6	3 19 9	2 3 6
19	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Inverness, *via* Kyles of Bute, Crinan and Caledonian Canals, and home by Rail *via* Dunkeld, or *vice versa*, ...	3 5 3	1 12 3	3 9 0	1 13 5
19 B	Edinburgh (Princes Street) to Inverness, *via* Dunkeld, by Train, Steamer to Gourock, *via* Caledonian and Crinan Canals and Kyles of Bute, thence by Rail to Glasgow (Central), terminating there. Tickets are also issued for this Tour from Glasgow (Central), going *via* Gourock and terminating the journey at Edinburgh (Princes Street), ...	3 3 6	1 10 11	3 3 6	1 10 11
19 C	Tickets from Glasgow are also issued for Tour No. 19 whereby Passengers may either go or return *via* Edinburgh (Princes Street), ...	3 9 0	1 13 5	—	—
19 D	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer *via* Kyles of Bute to Ardishaig, Coach to Ford, Steamer to Loch Awe, Train to Oban, Steamer *via* Caledonian Canal to Inverness, and home by Rail *via* Dunkeld, ...	3 15 3	2 2 6	3 19 9	2 3 6
20	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Callander by Rail, Coach and Steamer through the Trossachs to Inversnaid, Steamer to Tarbet, Coach to Dalmally *via* Inveraray and home *via* Callander by Rail, or *vice versa*, ...	1 19 0	1 12 3	2 2 3	1 14 0
22	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer *via* Kyles of Bute, Crinan Canal, and Sound of Mull to Portree (Isle of Skye) and Gairloch, and back to Oban, thence to Edinburgh or Glasgow by Rail, or *vice versa*, ...	2 15 3	2 6 0	3 5 3	2 10 0
2 B	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Achnasheen by Rail *via* Dunkeld, Inverness, and Dingwall, Coach to Gairloch, Steamer to Portree, and thence to Oban, then home by Rail, or *vice versa*, ...	4 11 1	2 19 11	4 13 6	3 2 1
23	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Achnasheen by Rail *via* Dunkeld, Inverness, and Dingwall, Coach to Gairloch, Steamer to Portree, and thence to Gourock, *via* Oban, Crinan Canal, and Kyles of Bute or Mull of Kintyre, and home by Rail, or *vice versa*, ...	4 4 3	3 3 6	4 8 3	3 4 8
23 B	Tickets from Glasgow are also issued for Tour No. 23 whereby Passengers may either go or return *via* Edinburgh (Princes Street), ...	4 8 3	3 4 8	—	—
24	Edinburgh (Princes Street) to Achnasheen, *via* Dunkeld, Inverness, and Dingwall, Coach to Gairloch, Steamer to Portree (Isle of Skye), and back by Steamer to Gourock, *via* Oban, Mull of Kintyre, or Crinan Canal and Kyles of Bute, thence by Rail to Glasgow, terminating there. Tickets are also issued for this Tour from Glasgow (Central), going *via* Gourock and terminating at Edinburgh (Princes St.),	4 2 9	3 2 3	4 2 9	3 2 3
25 B	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Arrochar, Steame Tarbet to Balloch Pier, and thence by Rail to Glasgow (Queen Street), and to Edinburgh (Princes Street) *via* Glasgow (Central), or *vice versa*, ...	0 7 0	0 5 0	0 14 6	0 9 0
25 C	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Callander by Rail, Coach and Steamer through the Trossachs to Inversnaid, Steamer to Tarbet, Coach to Arrochar, Steamer to Gourock, and home by Rail, or *vice versa*, ...	1 0 0	0 16 0	1 6 8	1 0 0

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26 B	Edinburgh (Princes Street) to Callander by Rail, Coach and Steamer through the Trossachs to Inversnaid, Steamer to Tarbet, Coach to Arrochar, Steamer to Gourock, and Train to Glasgow (Central), terminating there; or the Route may be reversed, going *via* Gourock and Arrochar, and returning *via* Callander to Glasgow (Buchanan Street), ...	—	—	1 1 0	0 16 9
27	Edinburgh (Princes Street) to Balloch Pier by Rail, *via* Stirling and Forth and Clyde Railway, Steamer to Ardlui at the head of Loch Lomond, and back to Edinburgh by same route, ...	—	—	0 15 0	0 9 1
27 B	Glasgow (Central) to Edinburgh (Princes Street), and Edinburgh (Princes Street) to Balloch Pier, *via* Stirling and Forth and Clyde Line, Steamer to the head of Loch Lomond, and back *via* Balloch and Dumbarton to Glasgow (Queen Street), ...	0 15 0	0 10 0	—	—
31	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Inveraray, Ferry to St. Catherines, Coach to Lochgoilhead, Steamer to Gourock, and home by Rail, or *vice versa*, ...	0 13 3	0 12 0	1 0 9	0 16 0
32	Edinburgh (Princes Street) or Glasgow (Central) to Gourock, Steamer to Inveraray, Coach to Dalmally, and home by Rail, or *vice versa*, ...	1 1 0	0 16 0	1 10 6	1 0 0
33	Edinburgh (Princes Street) or Glasgow (Central) to Gourock, Steamer to Inveraray, Coach to Tarbet, Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, and home by Rail, or *vice versa*, ...	1 10 6	1 6 9	2 0 0	1 10 9
37	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Ballater by Train, Coach to Braemar (for Balmoral) and Blairgowrie, *via* Spittal of Glenshee, thence home by Rail, or *vice versa*.	2 10 6	1 13 6	2 14 0	1 14 6
37 B	Glasgow (Central) to Gourock by Rail, Steamer to Inverness, *via* Kyles of Bute, Crinan and Caledonian Canals, Rail to Ballater, Coach to Braemar (for Balmoral) and Blairgowrie, and thence to Glasgow by Rail, or *vice versa*, ...	4 0 10	2 7 10	—	—
37 D	Glasgow (Buchanan Street) to Oban by Rail, Steamer to Inverness, *via* Caledonian Canal, Rail to Ballater, Coach to Braemar (for Balmoral) and Blairgowrie, and home by Rail, or *vice versa*, ...	3 19 6	2 9 0	—	—
37 F	Edinburgh (Princes Street) to Gourock by Rail, Steamer to Inverness, *via* Kyles of Bute, Crinan and Caledonian Canals, Rail to Dunkeld, Coach to Ballater, *via* Spittal of Glenshee and Braemar, Rail to Edinburgh (Princes Street), ...	—	—	5 6 7	2 19 6
38	Glasgow (Central) and Edinburgh (Princes Street) to Lanark by Rail, Coach to Crossford, and home from Tillietudlem Station by Rail, ...	0 7 6	0 5 0	0 11 0	0 7 0
38 A	Glasgow (Central) to Lanark, on Saturdays only, by Train leaving about 2.0 p.m., Coach to Crossford, and home from Tillietudlem by Rail, ...	0 5 0	0 3 9	—	—
42	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban by Rail, Rail Oban to Ach-na-cloich, Steamer to Loebetivehead, Coach to Ballachulish, Steamer to Oban, and home by Rail, or *vice versa*,...	2 7 0	1 14 6	2 14 0	1 17 6
44	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Dunoon, Coach to Inverchapel, Steamer to Lochecckhead, Coach to Strachur, Steamer to Inveraray, Coach to Dalmally, and home by Rail, or *vice versa*, ...	1 2 9	0 17 3	1 12 3	1 1 3
46	Edinburgh (Princes Street) or Glasgow (Central) to Gourock, Steamer to Dunoon, Coach to Inverchapel, Steamer to Lochecckhead, Coach to Strachur, Steamer to Inveraray and back to Gourock, *via* Kyles of Bute, thence home by Rail, or *vice versa*,	0 12 2	0 11 6	0 19 8	0 15 6

No. of Tour in the Official Annual Tourist Guide.	ROUTE.	FARE FOR THE ROUND. From Glasgow. 1 Class. £ s. d.	From Glasgow. 3 Class. £ s. d.	From Edinburgh. 1 Class. £ s. d.	From Edinburgh. 3 Class. £ s. d.
47	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Inveraray, Coach to Dalmally, Rail to Crianlarich, Coach to Ardlui, Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, thence home by Rail, or *vice versa*, ...	1 13 0	1 8 0	2 2 6	1 12 0
49	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Dunoon, Coach to Inverchapel, Steamer to Locheckhead, Coach to Strachur, Steamer to Inveraray and back to St. Catherines, Coach through Hell's Glen to Loch-goilhead, Steamer to Gourock, and home by Rail, or *vice versa*, ...	0 15 9	0 14 9	1 3 3	0 18 9
52	Edinburgh (Princes Street) or Glasgow (Buchanan Street) to Crieff by Train, Coach to Lochearnhead, Train to Dalmally, Coach to Inveraray, Steamer to Gourock, through the Kyles of Bute, and home by Rail, or *vice versa*, ...	1 5 0	0 18 3	1 14 6	1 2 3
54	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Train, Steamer to Tarbert (Loch Fyne), Coach to West Tarbert, Steamer to Islay, returning by the same route. (*Coach Fare not included), ...	1 1 6	0 10 *0	1 7 0	0 14 *0
55	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban and back to Crianlarich by Rail, Coach to Ardlui, Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, and home by Rail, or *vice versa*, ...	1 18 6	1 6 0	2 1 9	1 8 9
56	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban and back to Dalmally by Rail, Coach *via* Inveraray to Tarbet, Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, and home by Rail, or *vice versa*, ...	2 8 3	1 16 9	2 11 6	1 19 3
57	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban and back to Lochearnhead by Rail, Coach to Crieff, and home by Rail, or *vice versa*, ...	1 16 3	1 0 6	1 18 9	1 2 9
58	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban and back to Loch Awe by Rail, Steamer to Ford, Coach to Ardrishaig, Steamer to Gourock, and home by Rail, or *vice versa*, ...	1 9 9	0 19 3	1 19 3	1 3 3
59	Edinburgh (Princes Street) or Glasgow (Central) to Gourock. Steamer to Inveraray, Coach to Dalmally, Train to Oban, Steamer to Gourock, *via* Crinan Canal and Kyles of Bute, and home by Rail, or *vice versa*, ...	1 10 0	1 0 0	1 17 6	1 4 0
60	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Oban, *via* Kyles of Bute and Crinan Canal, Rail to Loch Awe, Steamer to Ford, Coach to Ardrishaig, Steamer to Gourock, and home by Rail, or *vice versa*, ...	1 5 0	0 19 0	1 12 6	1 3 0
61	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban by Train, Coach to Ford, Steamer to Loch Awe, and home by Rail, or *vice versa*, ...	1 17 0	1 5 6	2 1 0	1 9 0
62	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban by Rail, Steamer to Ardrishaig, Coach to Ford, Steamer to Loch Awe, and home by Rail, or *vice versa*, ...	1 15 0	—	1 19 0	—
63	Glasgow (Buchanan Street) or Edinburgh (Princes Street) to Oban by Rail, Steamer to Fort-William, Coach to Kingussie, and home by Rail *via* Dunkeld, or *vice versa*, ...	2 17 0	1 13 3	3 0 0	1 13 9
64	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Rail, Steamer to Oban, Train to Crianlarich, Coach to Ardlui, Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, thence home by Rail, or *vice versa*, ...	1 14 2	1 4 8	2 2 2	1 8 8

No. of Tour in the Official Annual Tourist Guide.	ROUTE.	FARE FOR THE ROUND. From Glasgow. 1 Class.	From Glasgow. 3 Class.	From Edinburgh. 1 Class.	From Edinburgh. 3 Class.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
64 B	Edinburgh (Princes Street) to Callander by Train, Coach and Steamer through the Trossachs to Inversnaid, Steamer to Ardlui, Coach to Crianlarich, Train to Oban, Steamer *via* Crinan Canal and Kyles of Bute to Gourock, thence by Rail to Glasgow (Central), terminating there. Tickets are also issued for this Tour from Glasgow (Central), going *via* Gourock and terminating at Edinburgh (Princes Street), ...	1 19 0	1 7 0	1 19 0	1 7 0
65	Edinburgh (Princes Street) or Glasgow (Central) to Gourock by Train, Steamer to Oban, Train to Lochearnhead, Coach to Crieff, and home by Rail, or *vice versa*, ...	1 9 0	0 17 6	1 17 0	1 2 0
65 B	Edinburgh (Princes Street) to Crieff by Rail, Coach to Lochearnhead, Train to Oban, Steamer *via* Crinan Canal and Kyles of Bute to Gourock, thence by Rail to Glasgow (Central), terminating there. Tickets are also issued for this Tour from Glasgow (Central), going *via* Gourock and terminating at Edinburgh, ...	1 13 9	1 0 0	1 13 9	1 0 0
66	Edinburgh (Princes Street) to Balloch Pier, *via* Glasgow (Central and Queen Street Stations), from Balloch Pier to Tarbet by Steamer, Coach to Dalmally, Train to Oban, Steamer to Gourock, *via* Crinan Canal and Kyles of Bute, thence home by Train, or *vice versa*, ...	—	—	2 4 9	—
67	Edinburgh (Princes Street) to Balloch Pier, *via* Glasgow (Central and Queen Street Stations) by Rail, Steamer to Tarbet, Coach to Dalmally, Train to Loch Awe, Steamer to Ford, Coach to Ardrishaig, Steamer *via* Kyles of Bute to Gourock, and thence to Edinburgh (Princes Street) by Rail, or *vice versa*,	—	—	2 3 5	—
68	Edinburgh (Princes Street) to Balloch Pier, *via* Glasgow (Central and Queen Street Stations), Steamer to Ardlui, Coach to Crianlarich, Train to Oban, Steamer to Gourock, *via* Kyles of Bute, and thence to Edinburgh (Princes Street) by Rail, or *vice versa*, ...	—	—	1 15 11	2 0
68 B	Edinburgh (Princes Street) to Balloch Pier, *via* Glasgow (Central and Queen Street Stations), Steamer to Ardlui, Coach to Crianlarich, Train to Oban, Steamer *via* Crinan Canal and Kyles of Bute to Gourock, thence by Train to Glasgow (Central), terminating there. Tickets are also issued for this Tour from Glasgow (Central), going *via* Gourock and terminating at Edinburgh (Princes Street), ...	1 11 7	0 19 6	1 11 7	0 19 6
69	Edinburgh (Princes Street) to Balloch Pier, *via* Glasgow (Central and Queen Street Stations), Steamer to Inversnaid, Coach and Steamer through the Trossachs to Callander, Train to Oban, Steamer *via* Crinan Canal and Kyles of Bute to Gourock, thence home by Train, or *vice versa*.	—	—	2 3 6	1 8 6
69 B	Edinburgh (Princes Street) to Balloch Pier, *via* Glasgow (Central and Queen Street Stations). Steamer to Inversnaid. Coach and Steamer through the Trossachs to Callander, Train to Oban. Steamer *via* Crinan Canal and Kyles of Bute to Gourock, and thence by Rail to Glasgow (Central). terminating there. Tickets are also issued for this Tour from Glasgow (Central), going *via* Gourock and terminating at Edinburgh (Princes Street), ...	1 19 6	1 5 9	1 19 6	1 5 9
70	Edinburgh (Princes Street) to Balloch Pier, *via* Glasgow (Central and Queen Street Stations). Steamer to Ardlui, Coach to Crianlarich, Train to Loch Tay (Killin Pier), Steamer to Kenmore, Coach to Aberfeldy, and thence to Edinburgh (Princes Street), *via* Dunkeld, Perth, and Stirling, or *vice versa*, ...	—	—	1 16 4	1 3 0

TOURS FROM OBAN.

No. of Tour in the Official Annual Tourist Guide.	ROUTE.	FARE FOR THE ROUND. 1st Class. £ s. d.	3rd Class. £ s. d.
1	Oban to Lochearnhead by Train, Coach to Crieff, and home by Rail, *or vice versa*, ...	1 1 0	0 13 0
2	Oban to Lochearnhead by Train, Coach to Crieff, Train to Aberfeldy, Coach to Kenmore, Steamer to Killin Pier, and home by Rail, or *vice versa*, ...	1 18 9	1 4 0
5	Oban to Killin Pier by Train, Steamer to Kenmore, Coach to Aberfeldy, and home by Rail, or *vice versa*, ...	1 14 9	0 19 6
5 A	Oban to Killin Pier by Train, Steamer to Kenmore, Coach to Aberfeldy, Train home *via* Pitlochry, Dunkeld, and Perth, and *vice versa*, ...	1 16 0	1 0 3
14	Oban to Gourock by Steamer, *via* Kyles of Bute, Rail to Glasgow (Central), thence by Train from Glasgow (Buchanan Street) to Oban, or *vice versa*, ...	1 1 0	0 11 6
	Tickets for this Tour, enabling the Passenger to travel *via* Edinburgh, are issued at	1 9 0	0 15 6
16	Oban to Inverness by Steamer, and home by Rail *via* Aberdeen, or *vice versa*, ...	3 0 0	1 10 6
17	Oban to Inverness by Steamer, and home by Rail *via* Dunkeld, or *vice versa*, ...	3 0 0	1 10 6
61	Oban to Loch-Awe by Train, Steamer to Ford, and Coach to Oban, or *vice versa*, ...	0 17 0	0 15 6
62	Oban to Loch Awe by Train, Steamer to Ford, Coach to Ardrishaig, and Steamer *via* Crinan Canal to Oban, or *vice versa*, ...	0 15 0	—
63	Oban to Killin Pier by Rail, Steamer to Kenmore, Coach to Aberfeldy, Rail to Kingussie, Coach to Fort-William, and home by Steamer, or *vice versa*, ...	2 4 4	1 8 0
80, 81	Oban to Taynuilt by Train, Coach to Taycreggan, Steamer to Port-Sonachan and Loch Awe, and home by Rail, or *vice versa*,	0 9 0	0 7 9

EXCURSIONS FROM OBAN.

Oban to Staffa and Iona, and back, per D. MacBrayne's Steamers, including Guides and Boatmen at Staffa and Iona	0 15 0	—
Oban to Ach-na-cloich per Rail, Steamer to Lochetivehead, and back, ...	0 6 6	0 5 6
Oban to Loch Awe by Rail, Steamer to the Falls of Cruachan, and back.	0 6 0	0 4 6

The Tourist Season extends from June to September inclusive, but for further particulars as to dates and times of these Trains, see the Company's official Tourist Programme.

TRAIN SERVICE

BETWEEN

SCOTLAND and ENGLAND by the CALEDONIAN and L. & N.-W. RAILWAYS' WEST COAST (Royal Mail) ROUTE.

SCOTLAND TO ENGLAND.

UP TRAINS.	WEEK DAYS.																Sat. Nights and Sun. Mornings.				Sun. Nights and Mon. Mornings.			
	G								H		H		H											
	a.m	a.m		p.m	a.m		p.m	a.m	p.m		a.m.	p.m	p.m		p.m		a.m.	p.m	p.m	p.m	p.m.	p.m		
Inverness (*via Aberdeen*) ...lve.	...			3 45	...		...	...	...		9 0	...	1240		9 0		...	1240			Lim.	...		
Badlater ,, ... ,,	...			6 5	...		...	8 0	...		10 15	...	3 30		10 15		...	3 30			Mail.	...		
Aberdeen ..... ,,	...			6 50	...		...	10 0	...		1 10	p...	5 40		1 10	p		5 40			1 10	...		
Stonehaven ..... ,,	...			7 13	...		...	1024	...		1 38	...	6 6		1 38		...	6 6			1 36	...		
Montrose ..... ,,	...			7 34	...		...	1038	...		2 0	...	6 15		2 0		...	6 15			...	...		
Brechin ..... ,,	...			7 30	...		...	1045	...		2 5	...	6 12		2 5		...	6 12			...	...		
Arbroath (*via Forfar*) ..... ,,	...			7 45	...		...	1055	...		2 10	...	6 10		2 10		...	6 10			...	...		
Forfar ..... ,,	...			8 16	...		...	1127	...		2 55	...	7 7		2 55		...	7 7			2 57	...		
Inverness (*via Dunkeld*) ... ,,	...			1030	...		...	6 0	...		10 10	a...	3 0		10 10		a...	3 0			10 10	a...		
Blair-Athole ,, ... ,,	...			7 10	...		...	10 0	...		2 0	p...	6 5		2 0	p	...	6 5			2 0	p...		
Dunkeld ..... ,,	...			8 10	...		...	1045	...		2 50	...	5 53		2 50		...	5 53			2 50	...		
Dundee (West) ..... ,,	...			8 20	...		...	1140	...		3 30	...	7 0		3 30		...	7 0			3 30	...		
Perth ..... ,,	...			9 5	...		...	1220	p...		4 4	...	8 0		4 4		...	8 0			4 5	...		
Crieff ..... ,,	...			8 40	...		...	1040	a...		2 0	...	6 50		2 0		...	6 50			...	...		
Oban ..... ,,	...			6 0	...		...	...	...		12 40	...	4 5		12 40		...	4 5			...	...		
Callander ..... ,,	...			9 0	...		...	12 5	p...		3 55	...	7 23		3 55		...	7 23			...	...		
Dunblane ..... ,,	...			9 26	...		...	1230	...		4 44	...	7 50		4 44		...	7 50			4 49	...		
Bridge of Allan ..... ,,	...			9 32	...		...	1236	...		4 27	...	8 22		4 27		...	8 22			...	...		
Stirling ..... ,,	...			9 53	...		...	1 7	...		4 54	...	8 52		4 54		...	8 52			5 0	...		
Larbert ..... ,,	...			10 7	...		...	1 22	...		5 10	...	9 7		5 10		...	9 7			5 15	...		
Ardrossan ..... ,,	...	8 47		...	8 47		1228	...	1228		3 40	6 40	...		3 40		6 40	...			...	...		
Wemyss Bay ..... ,,	...	8 15		...	8 15		1145	...	1145		3 35	5 50	...		3 35		5 50	...			...	...		
Gonrock ..... ,,	...	8 50		...	8 50		1250	...	1250		4 50	8 0	...		4 50		8 0	...			...	...		
Greenock (Cathcart Street) ... ,,	...	9 0		...	9 0		1259	...	1259		5 0	8 8	...		5 0		8 8	...			5 0	...		
Paisley ..... ,,	...	9 23		...	9 23		1 23	...	1 23		5 25	8 32	...		5 25		8 32	...			5 28	8 15	...	
Glasgow (Central)..... ,,	...	10 0		...	1010		2 0	...	2 1		5 50	9 5	...		5 50		9 5	...			5 50	9 5	...	
Coatbridge ..... ,,	...	...		1029	016		...	1 46	...		5 38	7 42	9 34		5 38		7 42	9 34			5 42	8 55	...	
Edinburgh (Princes Street) ... ,,	...	1015		...	1020		...	2 0	2 0		6 0	9 10	...		6 0		9 10	...			6 0	9 10	...	
Peebles..... ,,	...	7 50		1015	1015		...	...	1 45		4 40	...	...		4 40		...	...			...	...	...	
Moffat ..... ,,	6 45	9 20		...	12 5		2 0	...	3 50		7 25	...	...		7 25		...	...			...	...	...	
Beattock ..... ,,	6 51	9 35		...	1219		2 40	...	4 0		7 40	...	...		7 40		...	...			7 40	11 4	...	
Carlisle .....arr.	8 32	1218		1228	1 30		4 13	4 23	5 15		8 35	1133	1154		8 35		1133	1154			8 35	12 0	...	
Carlisle .....lve.	8 40	1223		1234	1 40		4 20	4 30	5 38		8 41	1141	12 5		8 41		1141	12 5			8 41	1210	...	
Penrith .....arr.	9 9	...		1254	2 6		...	4 54	6 4		...	12 9	...		...		12 9	...			...	1240	...	
Keswick (C., K. & P. Ry.) ... ,,	10 0	...		2 10	...		6	25 6	25 9		0	...	...		...		...	...			...	8 15	...	
Oxenholme ..... ,,	10 4	...		...	2 56		5 24	...	6 51		...	...	...		...		...	C			...	1 29	...	
Windermere ..... ,,	1040	...		...	3 35		6 2	...	9 5		...	...	...		...		...	...			...	5 7	...	
Barrow (Cen.) (Furness Ry.) ,,	1250	...		...	4 55		7‡25	...	9 35		11 15	...	...		11 15		...	...			...	5 30	...	
Preston..... ,,	1110	2 5		2 20	4	0	6 15	6 25	7 55		10 42	1 48	2 2		10 42		1 48	2 2			10 42	2 31	...	
Manchester (Exchange) ... ,,	1241	3 53		3 53	6 17		7 12	8 25	8 58		12‡30	3 15	3 15		12‡30		3 15	3 15			12‡30	3 50	...	
Manchester (Victoria) ..... ,,	1227	3 10		3 58	5 10		7 35	7 33	9 0		12 10	...	...		12 10		...	...			...	...	...	
Leeds (L. & N.-W. Ry.) ..... ,,	3 12	5 15		6 10	7 35		1015	1015	1127		...	8 50	8 50		...		1211	1211			...	8 50	...	
Leeds (L. & Y. Ry.) ..... ,,	3 45	4 55		5 52	6 45		1020	1020	11 2		...	6 55	6 55		...		6 55	6 55			...	6‡55	...	
Liverpool (Lime Street) ... ,,	1210	3 50		3 50	5 40		7 50	7 50	9 10		12 0	3 30	3 30		12 0		3 30	3 30			12 0	3 55	...	
Liverpool (Exchange) ..... ,,	1225	2 58		3 20	5 30		7 2	7 30	8 52		...	...	...		...		...	...			...	...	...	
Warrington ..... ,,	1159	...		3 10	5 12		8	50	9 38		11 25	...	2 54		11 25		2 54	2 54			11 29	3 21	...	
Crewe ..... ,,	1233	3 25		3 40	6 0		7	33	...		12 8	3 2	3 32		12 8		3 2	3 32			12 7	3 55	...	
Shrewsbury ..... ,,	2 8	...		4 50	...		9	20	...		2 10	...	1012		2 10		1245	1245			2 47	1012	...	
Bristol (Temple Meads) (*via Severn Tunnel*) ,,	...	7 55		7 55	...		...		...		5 30	1 50	1 50		5 30		...	...			...	1 50	...	
Bath ,,	...	8 58		8 58	...		...		...		6 28	2 35	2 35		6 28		...	...			...	2 35	...	
Exeter (St. David's) ,,	...	1035		1035	...		...		...		8 32	3 44	3 44		8 32		...	...			...	3 44	...	
Plymouth (Millbay) ,,	...	1230		1230	...		...		...		11 50	6 5	6 5		11 0		...	...			...	6 55	...	
Stafford ..... ,,	1 11	4 38		4 38	6 51		8	16	...		1 33	3 43	4 12		1 33		3 43	4 12			1 35	4 33	...	
Birmingham ..... ,,	2 45	5 55		5 55	7 55		9	30	...		2 32	5 30	5 30		2 32		5 30	5 30			2 32	5 45	...	
Worcester (Mid. Ry.)..... ,,	4 25	8 35		8 35	9 45		d12	25	...		3 38	8 23	8 23		3 38		8 23	8 23			3 38	8 23	...	
Cheltenham (Mid. Ry.) ..... ,,	4 20	7 59		7 59	1030		...		...		4 15	9 33	9 33		4 15		9 33	9 33			4 15	9 33	...	
Gloucester (Mid. Ry.)..... ,,	4 43	8 13		8 13	1045		...		...		4 36	9 55	9 55		4 36		9 55	9 55			4 36	9 55	...	
Rugby ..... ,,	2 18	4 57		6 25	8 7		...		...		1 56	4 55	5 24		4 2		4 55	5 24			1 56	5 50	...	
LONDON (Euston) ..... ,,	4 15	6 45		7 0	1015		10	50	...		3 50	7 0	7 20		3 50		7 0	7 20			3 50	8 0	...	

First and Third Class by all Trains.

C On Sunday mornings this Train calls at Oxenholme to set down Passengers on notice being given to the Guard at Carlisle.

G The 10.30 p.m. Train from Inverness to Perth (*via* Dunkeld) runs daily, except Saturdays and Sundays.

H The times of these Trains on Saturday nights and Sunday mornings are somewhat different, and are shewn under a distinctive heading. Passengers are particularly requested to observe that there is no connection to certain Stations in England on Sunday mornings.

d Thursdays only. *f* Passengers travel *via* Manchester.

g On Tuesdays, Passengers can leave Dunblane at 9.43 a.m.

n Arrives at London Road Station, Manchester. ‡ *Via* Oxenholme.

Refreshments.—Passengers by the 10.0 a.m. Up Day Express from Glasgow (Central), 10.15 a.m. from Edinburgh (Princes Street), and 9.5 a.m. from Perth to London are allowed 20 minutes at Preston to dine. Dinner, 2s. 6d. each. No Fees.

TRAIN SERVICE

BETWEEN

SCOTLAND and ENGLAND by the CALEDONIAN and L. & N.-W. RAILWAYS' WEST COAST (Royal Mail) ROUTE.

ENGLAND TO SCOTLAND.

DOWN TRAINS.	WEEK DAYS.								D	B	D	D	D	C	Sat. Nights and Sun. Mornings.			Sun. Nights and Mon. Mornings.		
	a.m	a.m	a.m	a.m	a.m	p.m	p.m	p.m.	p.m.	p.m.	p.m.	n'ht	p.m.	p.m	p.m	p.m	p.m	n'ht
LONDON (Euston) ..... lve.	...	5 5	7 15	10 0	1030	2 0	8 0	8 50	10 0	12 0	2 0	8 50	10 0	8 50	10 0	12 0
Rugby ..... ,,	...	7 12	9 5	1149	1220	3 48	9 53	10 58	1155	2 8	3 48	1058	1155	10 58	1155	2 8
Gloucester (Mid. Ry.)..... ,,	...g	2 20	...	1010	1010	1 3	5 17	8 16	8 50	...	1 3	8 16	8 50	8 16	8 16	...
Cheltenham (Mid. Ry.) ..... ,,	...g	2 35	...	1024	1024	1 28	5 30	8 30	9 6	...	1 28	8 30	9 6	8 30	8 30	...
Worcester (Mid. Ry.) ..... ,,	...g	3 26	7 32	1022	1022	2 15	5 33	9 12	9 40	...	2 15	9 12	9 40	9 12	9 12	...
Birmingham ..... ,,	...	7 30	9 0	1130	1130	3 45	8 30	10 15	1115	3 10	3 45	1015	1115	10 15	1015	3 10
Stafford ..... ,,	...	8 28	9 56	1228	1 20	4 36	9 40	12 15	1 15	4 2	4 36	1215	1 15	12 15	1 15	4 2
Plymouth (Millbay) (*via Severn Tunnel*) ,,	...	...	...	...	...	8 35	1145	3 50	...	...	8 35	3 50	...	...	...	...
Exeter (St. David's) ,, ,,	...	...	...	...	7 Ca	1035	1 48	5 43	...	...	10 35	5 43	...	...	...	...
Bath ,, ,,	...	...	...	...	8 34	1136	3 2	6 55	...	...	11 36	6 55	...	...	...	...
Bristol (Temple Meads) ,, ,,	...	...	...	...	9 0	1230	4 5	7 40	...	...	12 30	7 40	...	...	...	...
Shrewsbury ..... ,,	...	7 15	9 0	1135	1235	3 35	1010	10 46	...	...	3 35	1046	...	10 10	...	...
Crewe ..... ,,	...	9 15	11 5	1 19	1 57	5 31	1129	12 56	2 3	4 42	5 31	1256	2 3	12 56	2 3	4 42
Warrington ..... ,,	5 45	9 55	1140	1223	2 32	3 48	1015	10 15	240a	5 20	3 48	1015	2 40	9 45	2 40	5 20
Liverpool (Lime Street) ... ,,	6 10	9 35	1110	...	2 5	...	1050	12 45	...	...	...	1245	...	12 45	...	2/35
Liverpool (Exchange)..... ,,	6 10	10 5	1137	1 40	2 35	5 55	...	...	2 40	...	5 55	...	...	...	2 40	...
Leeds (L. & N.-W. Railway).. ,,	...	8 0	9 25	1110	1 5	3 40	8 30	9 30	...	...	3 40	9 30	...	9 30	...	...
Leeds (L. & Y. Railway) ..... ,,	3 55	7 55	9 10	11 0	...	4 0	8 30	...	...	...	4 0	...	...	...	...	...
Manchester (Exchange).... ,,	6 0	10 0	11 5	...	2 20	...	11 0	1 0	...	...	...	1 0	...	1 0	...	...
Manchester (Victoria)..... ,,	6 50	9 50	1120	1 35	...	5 40	...	...	...	...	5 40	...	...	...	...	...
Preston..... ,,	8 10	1056	1235	2 40	3 24	6 42	1239	2 18	3 34	6 10	6 42	2 18	3 34	2 18	3 34	6 10
Barrow (Central) (Furness Ry.) ,,	7*n* 0	8 55	1150	1 0	1 55	4 30	...	...	9 0	...	4 30	...	9 0	...	7 45	...
Windermere ..... ,,	9 20	11 0	1235	...	3 15	6 0	...	...	...	...	6 0	...	...	...	...	...
Oxenholme..... ,,	9 57	1120	1 43	2 29	4 24	7 5	...	...	4 40	7 21	7 5	...	4 40	...	4 40	7 21
Keswick (C., K. & P. Ry.)..... ,,	9 20	1140	...	...	3 55	6 30	...	...	...	7 30	6 30	...	...	...	...	7 30
Penrith ..... ,,	11 5	1239	2 38	3 33	5 11	8 11	...	...	5 32	8 23	8 11	...	5 32	...	5 32	8 23
Carlisle ..... arr.	1145	1 5	3 5	4 25	5 34	8 35	2 30	4 15	6 0	8 50	8 35	4 15	6 0	4 15	6 0	8 50
								D	B	D	D	C								
Carlisle ..... lve.	1220	1 12	3/12	4 30	5 45	8 40	2 35	4 22	6 12	9 10	8 40	4 22	6 12	4 22	6 12	9 10
Beattock ..... arr.	1 50	2 10	4 8	...	6 37	9 24	...	...	7 9	1019	9 24	...	7 12	...	7 9	1019
Moffat ..... ,,	...	2 22	4 41	...	6 45	...	...	...	7 26	1025	...	...	...	...	7 26	1025
Peebles..... ,,	...	4 13	6/35	...	...	...	...	...	9 35	1235	...	...	...	...	9 35	1235
Edinburgh (Princes Street).... ,,	...	3 55	5 50	6 30	8 15	1035	...	6 50	9 37	1222	10 55	6 50	9 0	6 50	9 37	1222
Coatbridge ..... ,,	...	3 37	6 5	6 34	8 10	1051	...	6 45	8 58	1236	10 51	6 44	9 26	6 45	8 58	1236
Glasgow (Central)..... ,,	...	3 50	6 0	6 45	8 15	11 0	5 5	7 0	9 18	1227	11 0	7 0	9 14	7 0	9 18	1227
Paisley..... ,,	...	4 24	6 48	7 33	8 58	1133	6 13	7 26	1026	1 16	11 33	7 45	9 55	7 26	1026	1 16
Greenock (Cathcart Street) .... ,,	...	5 38	7 18	8 13	9 34	12 6	6 40	8 5	11 5	1 40	12 6	8 15	...	8 5	11 5	1 40
Gourock ..... ,,	...	4 50	7 28	8 23	9 44	1215	6 50	8 15	1115	1 50	12 15	...	...	8 15	1115	1 50
Wemyss Bay ..... ,,	...	5 32	...	...	...	...	...	9 8	1130	3 20	...	...	...	9 8	1130	3 20
Ardrossan ..... ,,	...	5 5	7 36	...	9 30	...	...	8 29	11 2	3/12	...	...	...	8 29	11 2	3 12
Larbert ..... ,,	...	4 4	...	6 56	...	1114	...	7 10	9 37	1 25	11 14	7 8	...	7 10	9 37	1 25
Stirling ..... ,,	...	4 27	...	7 13	...	1128	5 8	7 26	9 55	1 44	11 28	7 23	...	7 26	9 55	1 44
Bridge of Allan ..... ,,	...	4 37	...	7 22	...	...	...	7 56	1057	1 53	...	7 44	...	7 56	1057	1 55
Dunblane ..... ,,	...	4 45	...	7 29	...	1137	...	8 2	11 5	2 3	11 37	...	...	8 2	11 5	2 3
Callander ..... ,,	...	5 40	...	...	...	1220	...	8 55	1130	...	12 20	...	...	8 55	1130	...
Oban ..... ,,	...	8 55	...	...	...	...	...	12 5	...	...	...	...	...	12 5	...	...
Crieff ..... ,,	...	6 5	...	...	...	...	...	8 25	1150	3 10	...	...	...	8 25	1150	3 10
Perth ..... ,,	...	5 45	...	8 7	...	1220	5 55	8 15	1120	3 20	12 20	8 10	...	8 15	1120	3 20
Dundee (West)..... ,,	...	7 15	...	8 50	...	1 5	7 30	9 37	1210	4 30	1 5	9 0	...	9 37	1210	4 30
Dunkeld..... ,,	...	8 10	...	...	...	1 17	8 10	10 5	1235	5 10	...	9 18	...	10 5	1235	5 10
Blair-Athole (*via Dunkeld*).... ,,	...	9 5	...	...	...	2 0	8 0	10 55	1 36	6 5	...	9 55	...	10 55	1 36	6 5
Inverness ,, ... ,,	...	...	...	...	...	6 10	11 5	...	6 5	10 5	...	1 30	...	...	6 5	10 5
Forfar ..... ,,	...	7 33	...	8 54	...	1 23	6 38	10 19	1220	4 44	1 23	9 22	...	10 19	1220	4 44
Arbroath (*via Forfar*)..... ,,	...	8 15	...	9 25	...	...	8 10	11 0	1 0	5 38	...	...	...	11 0	1 0	5 38
Brechin ..... ,,	...	8 44	...	9 30	...	...	7 15	11 4	1 1	5 22	...	...	...	11 4	1 1	5 22
Montrose ..... ,,	...	8 19	...	9 43	...	...	7 23	11 10	1 8	5 30	...	...	...	11 10	1 8	5 30
Stonehaven ..... ,,	...	8 40	...	10 3	...	2 39	7 40	11 41	1 35	5 56	2 39	1030	...	11 41	1 35	5 56
Aberdeen..... ,,	...	9 5	...	1028	...	3 5	8 5	12 10	2 5	6 20	3 5	11 0	...	12 10	2 5	6 20
Ballater (*via Aberdeen*)..... ,,	...	...	...	...	...	9 35	1110	2 15	4 50	...	...	...	...	2 15	4 50	...
Inverness ,, ... ,,	...	...	...	...	...	8 10	1 35	6 5	10 5	1040	...	...	...	6 5	10 5	1040

First and Third Class by all Trains.

B The 8.0 p.m Train from London (Euston) does not run on Saturday nights and Sunday mornings, nor on Sunday nights and Monday mornings.

C The 12.0 midnight Train from London (Euston) does not run on Saturday nights and Sunday mornings.

D The times of these Trains on Saturday nights and Sunday mornings are somewhat different, and are shewn under a distinctive heading. Passengers are particularly requested to observe that there is no connection to certain Stations in Scotland on Sunday mornings.

f Via Warrington. *g* Monday mornings excepted. *h* Arrives at 2.11 p.m. on Saturdays.

j Passengers from Carlisle for Peebles leave Carlisle by the 2.45 p.m. Local Train.

n On Monday mornings Passengers leave Barrow at 7.50 a.m.

Refreshments.—Passengers by the 10.0 a.m. Down Express from London (Euston) to Edinburgh, Glasgow, Perth, and Aberdeen are allowed 20 minutes at Preston to dine. Hot Dinner at Preston, 2s. 6d. each. No Fees.

GLASGOW AND EDINBURGH (Princes Street) TO PERTH, DUNDEE, ABERDEEN, AND THE NORTH.

WEEK DAYS.

	a.m	a.m	a.m	a.m	a.m	a.m	a.m	a.m	a.m	a.m	a.m	a.m	a.m	a.m	a.m	p.m	p.m	p.m	p.m
Glasgow (Bu. St.) lve.	...	5*10	...	...	5*50	6 35	...	7 10	...	...	8 50	...	...	10 0	...	...	1030	1230	1240
| Coatbridge ..... ,,	...	...	...	...	6 47	...	...	...	...	...	...	9 2	...	...	...	...	...	...	1240
Glenboig ..... ,,	...	L	...	...	...	7 1	...	...	...	...	9	5 9 10	...	...	...	...	1050	...	1 0
Cumbernauld ..... ,,	...	...	...	...	...	7 11	...	...	...	...	9 14 9 19		...	...	...	...	1058	...	1 9
Greenhill ..... ,,	...	...	...	...	...	7 22	...	...	...	...	9 24 9 30		...	...	...	...	11 8	...	1 19
Larbert ..... ,,	...	5 50	...	...	7 10	7 28	...	7 45	...	...	9 32 9 37		...	...	...	...	1115	1 5	1 25
Edinburgh (Pr.St.)lve	...	4 45	...	...	...	6§30	6 45	...	...	...	...	...	9 40	...	...	...	...	12 6	12 0
Grahamston(Falkirk) ,,	...	5 25	...	...	...	7 16	7 22	...	...	...	9 18	...	1017	...	...	...	...	1237	1237
Larbert .....arr.	...	5 31	...	...	...	7 23	7 32	...	...	...	9 25	...	1022	...	...	...	...	1243	1243
Larbert ..... lve.	...	5 51	...	...	7 13	7 30	7 34	7 47	...	...	9 34	9 39	1023	...	...	...	...	1 8	1 27
Bannockburn ..... ,,	...	...	...	...	...	7 40	...	...	...	...	...	...	...	...	...	...	...	...	1 38
Stirling ..... ,,	...	6 10	...	...	7 29	7 49	7 50	8 5	...	8 10	9 50	9 55	1037	1045	1050	...	...	1 25	1 47
Bridge of Allan ..... ,,	...	...	...	...	...	7 56		8 12		8 18	9 57		...	...	1057	...	...	1 32	1 55
Dunblane ..... ,,	...	...	...	...	...	8 2	...	8 20	8 30	8 29	10 5	...	...	...	11 5	...	...	1 40	2 3
| **Callander** .....arr.	...	...	...	...	8 55		...	8 55	...	8 55	...	...	1130	113	1130	...	...	2 5	...
| **Oban** ..... ,,	...	...	...	...	12 5	...	...	12 5	...	12 5	...	...	...	...	...	...	...	...	...
Kinbuck .....lve.	...	...	...	...	...	...	...	...	8 37	...	...	...	...	...	...	...	...	2 13	
Greenl'uing(forBraco) ,,	...	...	...	...	...	...	...	...	8 44	...	1016	...	...	...	...	...	...	2 21	
Blackford ..... ,,	...	...	...	...	...	...	...	...	8 53	...	1023	...	...	...	...	...	...	2 31	
Crieff Junction ..... ,,	...	...	...	...	7 55	...	...	...	9 2	...	1028	...	...	1111	...	...	...	2 39	
| **Crieff** .....arr.	...	8 25	...	...	8 25	...	...	9 35	9 35	...	1150	...	1150	1150	...	...	...	3 10	
Auchterarder.....lve.	...	...	...	...	...	...	...	8 42	9 6	...	1033	...	...	...	...	...	...	2 44	
Dunning ..... ,,	...	...	...	...	...	...	...	...	9 13	...	1040	...	...	...	...	...	...	2 52	
Forteviot ..... ,,	...	...	...	...	...	...	...	...	9 18	...	1046	...	...	...	...	...	...	2 59	
Forgandenny ..... ,,	...	...	...	...	...	...	...	...	9 23	...	...	...	...	...	...	...	...	3 6	
Perth .....arr.	...	6 5	...	...	8 15	...	...	9 5	9 35	...	11 0	...	1120	1135	...	...	...	3 20	
| **Dundee** (West)...arr.	...	7 30	...	...	9 37	...	...	9 42	...	...		12 10p			...	...	...	...	...
	A	L																	
Perth .....lve.	6 2	7 0	...	...		9 15			...	...	11 40a		12 5p	...	...	...			...
Luucarty ..... ,,	6 12	...	...	...		9 23			...	...	...		12 15	...	...	...		...	...
Strathord ..... ,,	6 16	...	...	...		...			...	...	...		12 19	...	...	...		...	...
Stanley ..... ,,	6 23	...	...	...		9 29			...	...	B		12 26	...	...	...		...	...
Cargill ..... ,,	6 31	...	...	...		9 36			...	...	...		12 35	...	...	...		...	...
Woodside ..... ,,	6 38	...	...	...		...			...	...	...		12 41	...	...	...		...	...
Coupar-Angus ..... ,,	6 45	...	...	...		9 45			...	...	...		12 48	...	...	...		...	...
| Blairgowrie .....arr.	7 10	...	...	...		10 0			...	...	...		1 15	...	...	...		...	...
Ardler .....lve.	6 50	...	...	...		...			...	...	...		12 53	...	...	...		...	...
Alyth Junction ..... ,,	6 56	...	...	...		9 55			...	...	...		1 0	...	...	...		...	...
| Alyth .....arr.	7 15	...	...	...		10 15			...	...	...		1 25	...	...	...		...	...
Eassie .....lve.	7 5	...	...	...		B			...	...	...		1 10	...	...	...		...	...
Glamis ..... ,,	7 10	...	...	...		10 9			...	...	...		1 16	...	...	...		...	...
Forfar ..... ,,	7 33	7 41	8 20	9 55		10 23			...	...	12 23p		1 32	...	3 0	...		...	...
| Kirriemuir .....arr.	8 15	8 15	...	...		11 10			...	...	12 40		3 20	...	...	...		...	...
Clocksbriggs.....lve.	7 29	...	8 25	10 0					...	...	...		1 38	...	3 5	...		...	...
Auldbar ..... ,,	7 35	...	8 30	10 5					...	...	...		1 44	...	3 11	...		...	...
Guthrie ..... ,,	7 42	...	8 35	10 9		10 37			...	...	12 35		1 53	...	3 16	...		...	...
| Arbroath .....arr.	8 10	8 57	8 57	1037		11 0			...	...	1 0		2 20	...	3 37	...		...	...
Glasterlaw .....lve.	7 46	...	...	...		...			...	...	...		...	...	...	...		...	...
Farnell Road ..... ,,	7 52	...	...	...		...			...	...	...		2 6	...	...	...		...	...
Bridge of Dun ..... ,,	8 9	8 2	...	...		10 51			...	...	12 49		2 15	...	...	...		...	...
| Brechin .....arr.	8 18	8 18	...	...		11 4			...	...	1 1		2 44	...	...	...		...	...
Dubton.....lve.	8 16	...	...	...		10 59			...	...	12 57		2 23	...	...	...		...	...
| Montrose.....arr	8 28	8 28	...	...		11 10			...	...	1 8		2 36	...	...	...		...	...
Craigo .....lve.	8 22	...	...	...		11 5			...	...	...		2 30	...	...	...		...	...
Marykirk ..... ,,	8 27	...	...	...		...			...	...	...		2 35	...	...	...		...	...
Laurencekirk ..... ,,	8 34	...	...	...		11 16			...	...	1 10		2 43	...	...	...		...	...
Fordoun ..... ,,	8 40	...	...	...		11 22			...	...	B		2 50	...	...	...		...	...
Drumlithie ..... ,,	8 48	...	...	...		B			...	...	1 22		2 58	...	...	...		...	...
Stonehaven..... ,,	9 2	8 36	...	...		11 41			...	...	1 35		3 14	...	...	...		...	...
Muchalls..... ,,	9 12	...	...	...		...			...	...	1 44		3 23	...	...	...		...	...
Newtonhill..... ,,	9 15	...	...	...		11 52			...	...	...		3 27	...	...	...		...	...
Portlethen ..... ,,	9 20	...	...	...		...			...	...	1 51		3 32	...	...	...		...	...
Cove ..... ,,	9 27	...	...	...		...			...	...	...		3 39	...	...	...		...	...
Aberdeen .....arr.	9 38	9 0	...	...		12 10p			...	...	2 5		3 52	...	...	...		...	...
| Perth .....lve.	...	7 5	...	...		9 25a			...	...	11 50a		...	...	...	...		...	...
Dunkeld ..... arr	...	8 10	...	...		10 5			...	...	12 35p		...	...	...	...		...	...
Pitlochry ... ,,	...	9 10	...	...		10 39			...	...	1 16		...	...	...	...		...	...
Forres ..... ,,	...	1015	...	...		...			...	...	4 50		...	...	...	...		...	...
Inverness ,,	...	11 5	...	...		...			...	..	6 5		...	...	...	...		...	...
| Aberdeen ...) lve.	...	9 30	...	...		1 15p			...	...	3 20		5 0	...	...	...		...	...
Huntly ...) arr.	...	1043	...	...		3 2			...	...	4 49		6 53	...	...	...		...	...
Inverness) ,,	...	1135p	...	...		6 5			...	...	10 5		10 5	...	...	...		...	...

Via Dunkeld.

Via Nairn.

‖ Calls at Eassie on Mondays at 10 3 a.m., and at Drumlithie on Thursdays at 11 28 a.m.

* Starts from the Central Station, Glasgow. † Leaves the Waverley Station, Edinburgh § Passengers from Edinburgh arrive at Stirling at 5.50 a.m., and those from Glasgow at 6.2 a.m **A** Calls at Newmill on Thursdays. **B** Calls at Signal, at 11.51 a.m. to take up Passengers off the Highland Line; also, at Fordoun at 1.16 p.m. on Mondays only. **L** The 5.10 a.m. Train from Glasgow to Perth and the North does not convey Heavy Luggage, and the accommodation in the Train from Perth to Aberdeen is limited; local Tickets will only be available for it conditionally upon there being room.

Edinburgh.—Tickets for these Trains are issued at the Booking Office, Princes Street Station, and at the Company's Town Office, 11 Princes Street, Edinburgh. Horses and Carriages are now booked at Princes Street Station instead of at Waverley Station; and Parcels are also booked and forwarded to all Stations in the North from Princes Street Station, the Town Booking Office, 11 Princes Street, as well as from numerous Parcels Receiving Offices in the City.

GLASGOW AND EDINBURGH (Princes Street) TO PERTH, DUNDEE, ABERDEEN, AND THE NORTH.

	WEEK DAYS.																		Sundays.		
	p.m	p.m	p m	p.m	p.m	p m	p.m	p.m	p.m	p.m	p m	p m	p.m	p m	p m	p.m	p.m	p.m	a.m	a.m	a.m
Glasgow (Bu. St.) lve.	1 30	2 0	...	...	...	4 5	4 15	..	5 0	5 30	6 15	..	6 20	..	..	10 0	..	6*20	..	..	..
Coatbridge..... ,,	...	...	...	...	3 38	...	...	..	..	..	..	6 35	..	..	..	..	1052	6 38	6 45	..	
Glenboig..... ,,	1 48	...	...	...	...	...	4 33	..	..	5 48	..	..	6 41	..	..	S	..	..	..	..	
Cumbernauld ..... ,,	1 57	...	...	...	...	...	4 41	..	..	5 57	..	..	6 51	..	..	1021	..	..	..	..	
Greenhill ..... ,,	2 7	...	...	...	...	..	4 51	..	..	6 6	..	..	7 2	..	..	1031	..	6 55	..	..	
Larbert .....arr.	2 13	2 35	...	...	4 4	4 40	4 58	..	5 35	6 13	6 51	6 56	7 10	..	..	1038	1114	7 0	7 8	..	
Edinburgh(Pr St.)lve.		1 35	...	...	3 30	..	...	4 30	..	..		..				6†10	6†45	..	..	6 35	
Grahamston(Falkirk) ,,		2 12	...	...	4 9	...	...	5 6	..	..		..				7 6	..	1021	..	..	7 12
Larbert .....arr.		2 20	...	...	4 13	...	...	5 11	..	..		..				7 16	7 36	1026	..	..	7 20
Larbert .....lve.		2 32	...	...	4 15	4 42	5 0	5 13	5 37	6 15		7 0		..		7 40		1043	1116	7 27	10 7 23
Bannockburn ..... ,,		...	...	...	...	...	5 10	..	..	6 25		..		..		..		..	..	..	..
Stirling ..... ,,	Saturdays only.	2 53	...	...	4 30	4 56	5 17	5 27	5 51	6 32		7 16		..		7 54		11 0	1130	7 17	7 26 7 33
Bridge of Allan ..... ,,		3 1	...	...	4 37	5 3	5 24	5 33	5 57	6 39		7 22		..		8 0		11 7	..	7 22	7 44
Dunblane ..... ,,		3 10	...	...	4 45	5 12	5 30	5 40	6 5	6 47		7 29		..		8 5		1118	1139	7 27	..
Callander .....arr.		...	...	...	5 40	5 40		7 15	..	7 15		..		..		..		1220	1220	..	..
Oban ..... ,,		...	...	...	8 55	8 55	..	..	..	..		..		..		..		..	..	..	..
Kinbuck .....lve.		...	...	...	4 53	...	..	..	..	6 53		..		..		..		..	..	..	..
Greenl'ning(forBraco) ,,		...	...	...	4 59	5 23	..	..	..	7 0		..		..		..		..	..	..	..
Blackford ..... ,,		...	...	...	5 7	5 31	..	..	..	7 7		..		..		..		..	..	..	..
Crieff Junction..... ,,	St'p	...	...	...	5 13	5 40	..	5 56	..	7 13		..		..		..		..	..	..	..
Crieff .....arr.		...	...	...	6 5	6 5	..	6 27	..	..		..		..		..		..	..	..	..
Auchterarder.....lve.	...	...	...	...	5 18	...	..	6 0	..	7 18		..		..		..		..	..	..	..
Dunning..... ,,	...	...	...	...	5 25	...	..	6 7	..	7 25		..		..		..		..	..	..	..
Forteviot..... ,,	...	...	...	...	5 30	...	..	6 12	..	7 31		..		..		..		..	..	..	..
Forgandenny ..... ,,	...	...	...	...	5 35	...	..	6 17	..	7 37		..		..		..		..	..	..	..
Perth .....arr.	...	3 52	...	...	5 45	...	..	6 27	6 45	7 50		8 7		..		..		12 5	1220	8 28	10 8 20
Dundee (West)...arr	...	4 30	...	...	...	...	...	7 15				8 50		..		..		1 5		9 0	
Perth.....lve.	...	4 0	...	...	4 15	...	...	6 55	7 10	..		8 15		..		..		..	1230	8 30	
Luncarty ..... ,,	...	...	...	...	4 25	...	...	..	7 20	..		..		..		..		..	..	..	
Strathord ..... ,,	...	...	...	...	4 29	...	...	..	7 24	..		..		..		..		..	..	..	
Stanley ..... ,,	...	...	...	...	4 36	...	...	..	7 31	..		..		..		..		..	..	8 41	
Cargill..... ,,	...	...	...	...	4 46	...	...	..	7 39	..		..		..		..		..	..	..	
Woodside ..... ,,	...	...	...	...	4 53	...	...	..	7 44	..		..		..		..		..	..	..	
Coupar-Angus ..... ,,	...	M	...	...	5 2	...	...	..	7 51	..		..		..		..		..	1256	8 55	
Blairgowrie .....arr.	...	...	...	...	5 23	...	...	..	8 15	..		..		..		..		..	..	..	
Ardler .....lve.	...	...	...	...	5 8	...	...	..	7 56	..		..		..		..		..	..	..	
Alyth Junction..... ,,	...	4 28	...	...	5 15	...	...	..	8 1	..		..		..		..		..	1 6	9 4	
Alyth .....arr.	...	...	...	...	5 35	...	...	..	8 20	..		..		..		..		..	..	..	
Eassie .....lve.	...	...	...	...	5 25	...	...	..	8 10	..		..		..		..		..	..	..	
Glamis..... ,,	p.m	...	...	...	5 31	...	...	..	8 15	..		..		..		..		..	..	..	
Forfar ..... ,,	4 10	4 46	5 1	5 48	...	...	7 35	8 25	..			8 57		..		..		..	1 26	9 24	
Kirriemuir.....arr.	...	5 25	...	6 55	...	...	8 45	8 45	..			..		..		..		..	..	..	
Clocksbriggs.....lve	4 16	...	5 6	5 54	...	...	..	..	..			..		..		..		..	..	..	
Auldbar ..... ,,	4 22	...	5 11	6 0	...	...	R	..	..			..		..		..		..	..	..	
Guthrie ..... ,,	4 27	...	5 16	6 8	...	...	7 47	..	..			9 8		..		..		..	1 39	9 36	
Arbroath .....arr.	4 50	5 38	5 38	6 32	...	...	8 15	..	..			9 25		..		..		..	..	..	
Glasterlaw .....lve.		...	...	6 13	...	...	..	..	..			..		..		..		..	..	..	
Farnell Road..... ,,		...	...	6 21	...	...	..	..	..			..		..		..		..	..	..	
Bridge of Dun ..... ,,		5 11	...	6 29	...	...	8 1	..	..			9 21		..		..		..	1 51	9 50	
Brechin .....arr		5 22	...	6 45	...	...	8 14	..	..			9 30		..		..		..	..	..	
Dubton .....lve.		5 18	...	6 37	...	...	8 7	..	..			9 28		..		..		..	1 57	9 56	
Montrose .....arr		5 30	...	6 48	...	...	8 19	..	..			9 43		..		..		..	..	..	
Craigo.....lve.		...	...	6 45	...	...	..	..	..			..		..		..		..	..	..	
Marykirk ..... ,,		...	...	6 50	...	...	..	..	..			..		..		..		..	..	..	
Laurencekirk ..... ,,		5 32	...	6 59	...	...	8 19	..	..			..		..		..		..	2 13	10 11	
Fordoun ..... ,,		5 38	...	7 7	...	...	..	..	..			..		..		..		..	2 19	10 18	
Drumlithie..... ,,		...	...	7 16	...	...	..	..	..			..		..		..		..	..	..	
Stonehaven ..... ,,	Saturdays only.	5 56	...	7 30	...	...	8 40	..	..			10 3		..		..		..	2 39	10 30	
Muchalls..... ,,		...	...	7 40	...	...	..	..	..			..		..		..		..	..	..	
Newtonhill..... ,,	...	...	...	7 44	...	...	..	..	..			..		..		..		..	..	..	
Portlethen ..... ,,	...	...	...	7 50	...	...	..	..	..			..		..		..		..	..	..	
Cove..... ,,	...	...	...	7 57	...	...	..	..	..			..		..		..		..	..	..	
Aberdeen .....arr.	...	6 20	...	8 10	...	...	9 5	..	..			1028		..		..		..	3 5	11 0	
Perth ..... lve.	...	4 30	...	...	...	...	7 25	..	..			..		..		..		N	12 40a	8 50	
Dunkeld..... arr.	...	5 10	...	...	...	...	8 10	..	..			..		..		..			1 17	9 18	
Pitlochry ,,	...	5 43	...	...	...	...	8 48	..	..			..		..		..			1 43	9 42	
Forres..... ,,	...	9 0	...	...	...	...	..	..	..			..		..		..			5 15	12 35p	
Inverness ,,	...	10 5	...	...	...	...	..	..	..			..		..		..			6 10	1 30	
Aberdeen ... lve.	...	6 40	...	...	...	...	..	..	..			..		..		..		N	3 30a	..	
Huntly ..... arr.	...	7 54	...	...	...	...	..	..	..			..		..		..			4 47	..	
Inverness ,,	...	1040	...	...	...	...	..	..	..			..		..		..			8 10	..	

Via Dunkeld. Via Aberdeen. Runs from Perth to Aberdeen daily, including Sundays, except Mondays. Limited Mail.

* Starts from the Central Station, Glasgow.
† Leaves the Waverley Station, Edinburgh.
M Calls at Coupar-Angus on Fridays at 4.21 p.m.
N No connection to Highland or Great North of Scotland Railways on Saturday nights.
R Calls at Auldbar on Wednesdays.
S Calls at Glenboig on Saturdays.

Edinburgh.—Tickets for these Trains are issued at the Booking Office, Princes Street Station, and at the Company's Town Office, 11 Princes Street, Edinburgh. Horses and Carriages are now booked at Princes Street Station instead of at Waverley Station; and Parcels are also booked and forwarded to all Stations in the North from Princes Street Station, the Town Booking Office, 11 Princes Street, as well as from numerous Parcels Receiving Offices in the City.

ABERDEEN, DUNDEE, PERTH, AND THE NORTH to EDINBURGH (Princes Street) AND GLASGOW.

WEEK DAYS.

			a.m	a.m	p.m	a.m	a.m	a.m	a.m	a.m	p m.	a.m	a.m	a.m	a.m	p.m	a.m.	p.m
Inverness	Via Aberdeen	lve.	...	...	...	...	...	...	...	...	3 45	...	...	...	..	..	..	..
Huntly		,,	...	...	...	...	...	...	...	...	8 13	...	...	...	6 38	..	6 38	..
Aberdeen ..		arr.	...	...	...	...	...	...	...	...	9 40	...	...	...	8 30	..	8 30	..
Inverness	Via Dunkeld.	lve.	...	...	1030 **N**	...	...	...	...	...	...	...	...	...	..	..	6 0	..
Forres.....		,,	...	...	1148	...	...	...	...	...	...	...	...	...	..	..	6 55	..
Pitlochry ...		,,	...	...	5 10 a	...	...	...	...	...	7 27a	...	...	..	..	..	10 18	..
Dunkeld.....		,,	...	...	5 50	...	...	...	...	...	8 10	...	...	..	..	..	10 45	..
Perth		arr.	...	...	7 0	...	...	...	...	...	8 45	...	..	...	..	..	11 20	..
															E			
Aberdeen .....lve.			...	...	...	...	...	...	6	..	5 0	...	...	...	9 15	..	10 0	..
Cove.....		,,	...	...	...	...	...	...	6 16	...	...	...	...	...	9 26	..	..	..
Portlethen		,,	...	...	...	...	...	...	6 23	...	...	...	...	...	9 33	..	..	..
Newtonhill.....		,,	...	...	...	...	...	...	6 38	...	...	...	...	...	9 38	..	..	..
Muchalls.....		,,	...	...	...	...	...	...	6 44	...	...	...	...	...	9 41	..	..	..
Stonehaven		,,	...	...	...	...	...	...	6 53	...	7 13	...	...	...	9 51	..	10 24	..
Drumlithie.....		,,	...	...	...	...	...	...	7 7	...	...	...	...	.	10 5	..	..	..
Fordoun		,,	...	...	...	...	...	...	7 14	...	...	...	...	...	1012	..	..	..
Laurencekirk		,,	...	...	...	...	...	...	7 22	...	7 34	...	...	.	1020	..	..	..
Marykirk		,,	...	...	...	...	...	...	7 29	...	...	...	...	...	1027	..	..	..
Craigo.....		,,	...	...	...	...	...	...	7 34	...	...	...	...	...	1032	..	..	..
Dubton		,,	...	...	...	...	...	...	7 41	...	7 46	...	7 55	9 49	1040	..	10 55	..
Montrose.....		,,	...	...	...	...	...	...		...	7 34	...	7 34	9 40	..	..	10 38	..
Bridge of Dun		,,	...	...	...	...	...	...	...	...	7 53	...	8 3	9 56	1046	..	11 2	..
Brechin		,,	...	...	...	...	...	...	...	...	7 30	...	7 44	9 40		..	10 45	..
Farnell Road.....		,,	...	...	...	...	...	...	...	...	...	...	8 9	10 3	..	..	..	..
Glasterlaw		,,	...	...	...	...	...	...	...	...	...	...	8 18	1010	..	..	..	..
Arbroath		,,	...	...	...	...	...	...	7 45		7 45	...	7 45	1010	..	..	10 55	..
Guthrie		,,	...	...	...	...	...	...	7 56		...	...	8 22	1029	..	..	11 15	..
Auldbar		,,	...	...	...	...	...	...	8 0		...	...	8 27	1034	..	..	..	..
Clocksbriggs		,,	...	...	...	...	...	...	...	...	...	...	8 33	1039	..	..	..	..
Forfar		,,	...	...	6 20	...	...	...	8	8	8 16	...	8 42	1046	..	..	11 27	..
Kirriemuir.....		,,	...	...	...	...	...	...	...		7 55	...	7 55	9 40	..	..	9 40	..
Glamis.....		,,	...	...	6 30	...	...	...	...	...	...	...	8 52	1056	..	..	..	..
Eassie		,,	...	...	6 35	...	...	...	...	...	...	...	8 57	...	..	..	..	..
Alyth Junction.....		,,	...	...	6 43	...	...	...	...	...	...	...	9 7	11 6	..	..	..	..
Alyth		,,	...	...	6 20	...	...	...	...	...	...	...	8 45	...	..	..	..	..
Ardler		,,	...	...	6 48	...	...	...	...	...	...	...	9 13	...	..	..	..	..
Coupar-Angus		,,	..	...	6 54	...	...	...	...	...	...	...	9 20	1115	..	..	..	..
Blairgowrie		,,	...	...	6 25	...	...	...	...	...	...	...	9 0	1055	..	..	10 55	..
Woodside		,,	...	...	6 59	...	...	...	...	...	...	...	9 25	...	..	..	..	..
Cargill.....		,,	...	...	7 4	...	...	...	...	...	...	...	9 31	1123	..	..	..	..
Stanley		,,	...	...	7 13	...	...	...	...	...	...	...	9 40	1131	..	..	..	..
Strathord		,,	...	...	7 19	...	...	...	...	...	...	...	9 45	...	..	..	..	..
Luncarty		,,	...	...	7 23	...	...	...	...	...	...	...	9 49	...	..	..	..	..
Perth .....arr.			...	...	7 35	...	...	...	...	...	8 55	...	10 0	1145	..	..	12 5	..
Dundee (West)...lve.			...	...	6 40	...	...	...	...	...	8 20	...	9 25	...	..	..	11 40	..
Perth .....lve.			6 5	...	7 40	...	...	...	...	...	9 5	...	1030	...	..	..	1215	1220
Forgandenny		,,	6 15	...	...	...	...	...	...	...	...	..	1040	...	..	..	..	..
Forteviot		,,	6 22	...	7 51	...	...	...	...	...	...	...	1048	...	..	..	..	..
Dunning.....		,,	6 29	...	...	...	...	...	...	...	...	...	1056	...	..	..	..	..
Auchterarder		,,	6 40	...	8 5	...	...	...	...	...	...	...	11 7	...	..	..	..	..
Crieff		,,	...	7 30	7 30	...	...	8	40	...	8 40	...	1040	.	..	..	1040	..
Crieff Junction.....		,,	6 47	7 50	...	...	...	9	2	...	...	...	1115	...	..	..	..	..
Blackford		,,	6 56	**F**	...	...	...	9	7	...	...	...	1124	...	..	..	..	..
Greenl'ning(forBraco)		,,	7 5	8 1	8 18	...	...	9	13	...	...	...	1134	...	..	..	..	..
Kinbuck		,,	7 12	...	...	...	...	**H**		...	...	...	1142	...	..	..	..	..
Oban		,,	...	...	...	...	6	0		...	6 0	...	...	...	..	..	..	..
Callander		,,	...	7 55	7 55	...	9	0		...	0	...	...	...	12 5	12 5	12 5	
Dunblane		,,	7 20	8 19	8 28	...	9	20	9 26	...	**C**	...	1150	...	1230	..	..	
Bridge of Allan		,,	7 28	8 24	8 34	...	9	26	9 32	...		...	1158	...	1236	..	..	
Stirling		,,	7 40	8 31	8 42	...	9	33	9 40	...	9 53	10 0	1210	...	1242	1 0	1 7	
Bannockburn		,,	7 48	...	...	...	...	...	...	...	...	...	1218	...	..	..	..	
Larbert .....arr.			8 0	8 43	8 54	...	9	45	9 52	...	10 5	1013	1230		..	..	1 13	1 20
Larbert .....lve			8 12	8 48	8 59	9 38	...	...	...	...	...	1014	1245	...	..	..	1 17	1 25
Grahamston(Falkirk)		,,	8 22	8 56	9 7	9 47	...	...	...	...	...	1023	1253	...	..	..	1 24	1 33
Edinburgh(Pr.St.)arr.			9†31	9†37	9 43	...	...	...	...	...	...	11 0	1143	...	..	..	.. 2	9
Larbert .....lve.			8	3 8 45	8 56	9 21	9	48	9 54	...	10 7	1011	...	1232	...	..	1 15	1 22 2 45
Greenhill		,,	8	11 ...	9	3 9	29	...	...	...	...	...	1211	1241	...	..	1 21	.. 2 52
Cumbernauld		,,	8	22 ...	...	9	38	...	...	...	...	...	1221	1252	...	..	..	.. 3 2
Glenboig.....		,,	8	30 ...	...	9	45	...	...	...	...	...	1229	...	...	..	..	.. 3 10
Coatbridge.....arr.			...	...	...	...	...	...	...	...	1028	...	...	...	..	..	1 44	..
Glasgow (Bu. St.)		,,	8 55	9 15	9 30	10 0	1020	1025		...	...	1045	...	1255	1 20	...	..	1 50 .. 3 35

@ Saturdays only.

† Waverley Station, Edinburgh.

A Passengers from Drumlithie and Fordoun by this Train may not reach Laurencekirk, and those from Marykirk and Craigo may not reach Dubton, in time to join the 6.50 a.m. Train from Aberdeen to the South.

C The 9.5 a.m. Train from Perth calls at Dunblane on Tuesdays at 9.43 a.m.

E Passengers from Stations between Stonehaven and Dubton by this Train may not reach the latter place in time to join the 10.0 a.m. Train from Aberdeen to the South.

F The 7.30 a.m. Train from Crieff calls at Blackford on Mondays at 7.54 a.m.

H Calls at Kinbuck at 9.18 a m. on Fridays. **N** Daily except Saturdays and Sundays from Inverness.

Cheap Fares.—From Edinburgh (Princes Street) to Aberdeen, *via* Stirling and Dunblane, on Tuesdays and Fridays, by 6.45 a.m. Train; and from Aberdeen to Edinburgh, on Wednesdays and Saturdays, by 6.50 and 10.0 a.m. Trains. Single Fare, 7s. 6d. The Tickets are not available for any intermediate Station.

ABERDEEN, DUNDEE, PERTH, AND THE NORTH TO EDINBURGH (Princes Street) AND GLASGOW.

WEEK DAYS.

		a.m	p.m	p.m	a.m.	p.m	p.m	p.m	a.m	p.m	p.m	p.m	p.m	p.m
Inverness	*Via Aberdeen* lve.	..	..	..	9 0	..	..	..	10[1]	..	1240	1240	..	
Huntly	,,	..	..	..	11 48	..	..	..	123p	..	3 58	3 58	..	
Aberdeen ...	arr	..	..	..	12 55p	..	..	..	3 15	..	5 15	5 15	..	
Inverness	lve.	..	..	..	10 10a	..	..	..	..	..	3 0	3 0	..	
Forres	,,	..	..	..	11 5	..	..	..	..	..	3 45	3 45	..	
Pitlochry ..	,,	..	..	..	2 18p	..	..	..	..	..	5 18	5 18	..	
Dunkeld....	*Via Dunkeld* ,,	..	..	..	2 50	..	..	..	..	..	5 53	5 53	..	
Perth	arr.	..	..	..	3 33	..	..	..	..	..	7 07	0	..	
													L	
Aberdeen	lve.	..	..	..	1 10p	..	..	..	3 55	..	5 25	5 40	5 50	
Cove.....	,,	..	..	..	..	..	..	..	4 6	..	..	..	6 1	
Portlethen	,,	..	..	..	..	..	..	..	4 13	..	..	..	6 8	
Newtonhill.....	,,	..	..	..	..	..	..	..	4 18	..	..	..	6 14	
Muchalls.....	,,	..	..	..	..	..	..	..	4 21	..	..	..	6 18	
Stonehaven	,,	..	..	..	1 38	..	..	..	4 33	..	5 50	6 6	6 28	
Drumlithie.....	,,	..	..	..	..	..	..	..	4 48	..	..	..	6 42	
Fordoun	,,	..	..	..	1 58	..	..	..	4 55	..	..	..	6 50	
Laurencekirk	,,	..	..	..	2 4	..	..	..	5 2	..	..	..	6 58	
Marykirk	,,	..	..	..	..	..	..	..	..	..	..	..	7 5	
Craigo.....	,,	..	..	..	K	..	..	..	5 11	..	..	..	7 10	
Dubton	,,	..	..	..	2 19	..	..	..	5 20	..	6 20	..	7 20	
Montrose	1038	..	..	..	2 0	..	..	..	5 0	..	6 5	6 15	7 8	
Bridge of Dun	1116	..	..	..	2 27	..	..	..	5 27	..	6 26	6 42	7 28	
Brechin	1045	..	..	..	2 5	..	..	..	5 0	..	6 12	6 12	7 15	
Farnell Road....	1122	..	..	..	..	..	..	..	5 34	..	..	..	7 36	
Glasterlaw	G	..	..	..	..	..	..	..	..	..	..	..	7 44	
Arbroath	1055	..	2 10		2 10	..	..	..	5 20	6 10	6 0	6 10	7 22	
Guthrie	1137	..	2 29	..	..	..	..	..	5 48	6 22	..	..	7 50	
Auldbar	1143	..	2 34	..	..	..	..	..	..	6 27	..	..	7 55	
Clocksbriggs	1149	..	2 39	..	..	..	..	..	..	6 32	..	..	8 0	
Forfar	12 0	..	2 45		2 55	..	..	..	6	9 6	38 6	50 7	7 8	6
Kirriemuir	1135	..			2 0	..	..	..	4 45			6 15 6 15	..	
Glamis.....	1211	..	..		3 4	..	..	..	6 12		..	..	..	
Fassie.....	1216	..	..		K	..	..	..	6 16		..	..	..	
Alyth Junction.....	1226	..	..		3 14	..	..	..	6 24		..	..	..	
Alyth	12 5	..	..		12 5	..	..	..	6 0		..	..	..	
Ardler	1232	..	..		..	..	..	..	6 29		..	..	..	
Coupar-Angus	1240	..	..		3 22	..	..	..	6 35		..	..	..	
Blairgowrie	1220	..	..		3 0	..	..	..	6 10		..	..	..	
Woodside	1246	..	..		..	..	..	..	6 41		..	..	..	
Cargill.....	1252	..	..		..	..	..	..	6 47		..	..	..	
Stanley	1 2	..	..		3 35	..	..	..	6 55		..	..	..	
Strathord	1 8	..	..		..	..	..	..	7 0		..	..	..	
Luncarty	1 12	..	..		..	..	..	..	7 4		..	..	..	
Perth	arr. 1 25	..	..		3 50	..	..	..	7 12		7 36	7 45	..	
Dundee (West)..	lve. 1245	..	..		3 30	4 5	..	..	..	..	7 0	7 0	..	
Perth	lve. 1 50	..	..		4 44	13 5 5	..	..	..	..	7 35	8 0	..	
Forgandenny	,, B	..	..		..	.. 5 15	..	..	..	..	..	..	..	
Forteviot.....	,, 2 5	..	..		..	.. 5 22	..	..	..	..	..	..	..	
Dunning	,, 2 13	..	..		..	.. 5 29	..	..	..	..	..	..	..	
Auchterarder	,, 2 25	..	..		..	.. 5 40	..	..	..	..	J	..	..	
Crieff	,, 2 0	..	..		..	.. 5 0	6 50	..	..	..	6 50	6 50	..	
Crieff Junction.....	,, 2 35	..	..		..	.. 5 47	7 13	..	..	..	..	..	..	
Blackford	,, 2 42	..	..		..	.. 5 54	7 19	..	..	..	..	..	..	
Greenl'ning(forBraco)	,, 2 51	..	..		..	.. 6 17	7 27	..	..	..	..	..	..	
Kinbuck	,, 2 58	..	..		..	.. 6 24	7 33	..	..	..	..	..	..	
Oban	,, ..	1240	..		1240	.. ..	..	4 5	..	..	4 5	4 5	..	
Callander	,, ..	3 55	..		3 55	.. ..	..	7 23	..	..	7 23	7 23	..	
Dunblane	,, 3 6	4 20	..		4 44	4 53	6 32	7 39	7 50	..	..	..	..	
Bridge of Allan	,, 3 14	4 27	..		..	5 0	6 40	7 45	7 58	..	8 22	..	..	
Stirling	,, 3 25	4 35	..		4 54	5 9	6 50	7 50	8 7	..	8 30	3 52	..	
Bannockburn	,, ..	..	..		..	.. ..	6 56	/	..	..	..	..	..	
Larbert	arr. 3 38	4 48	..		5 7	5 22	7 8	..	8 20	..	8 44	9 5	..	
Larbert	lve. 3 44	..	..		5 13	5 31	7 15	..	8 27	..	8 50	..	..	
Grahamston(Falkirk)	,, 3 52	..	..		5 21	5 42	7 23	..	8 32	..	8 58	..	..	
Edinburgh(Pr.St.)	arr. 4 30	..	..		5 56	6 30	8 0	..	9 15	..	9 35	..	..	
Larbert	lve. 3 41	4 50	..		5 10	5 25	7 10	..	8 24	..	8 47	9 7	..	
Greenhill	,, 3 49	4 58	..		..	..	7 19	..	8 31	..	..	..	..	
Cumbernauld	,, 3 59	..	..		..	..	7 29	..	M	..	..	..	..	
Glenboig.....	,, 4 10	..	..		..	..	7 39	..	..	..	..	..	..	
Coatbridge.....	arr. 4 20	..	..		5 36	..	..	..	..	..	..	9 32	..	
Glasgow (Bu. St.)	.. 4 30	5 30	..		..	6 0	8 0	..	9 5	..	9 25	..	..	

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For Caledonian Railway Company's Time Table Books, Folders, Illustrated Guides, Tickets to all parts of Scotland and England, apply to

Mr. C. A. BRATTONI,
THE COMPANY'S AGENT,
852 BROADWAY, NEW YORK.

B The 1.50 p.m. Train from Perth to Edinburgh and Glasgow calls at Forgandenny on Mondays.
D Arrives at Central Station, Glasgow.
G The 9.15 a.m. Train from Aberdeen to Perth calls at Glasterlaw on Mondays at 11.28 a.m.
J Calls at Auchterarder on Saturdays only at 7.58 p.m.
K Calls at Craigo on Saturdays at 2.12 p.m., and at Eassie on Mondays at 3.8 p.m.
L The 5 50 p m. Train from Aberdeen calls at Newmill Siding on Thursdays.
M The 4.5 p m. Train from Oban to Glasgow calls at Cumbernauld on Saturdays at 8.40 p.m.
† Waverley Station, Edinburgh.

NOTE.—The Train Service here given is applicable to the Spring months, and will be amplified during the Summer season. For particulars see the Company's Monthly Time Tables.

WEST COAST (Royal Mail) ROUTE

BETWEEN

SCOTLAND AND ENGLAND.

GENERAL INFORMATION.

LUNCHEON AND DINING SALOON CARS.

These are attached to the 2.0 p.m. Up and Down Expresses between LONDON (Euston) and GLASGOW (Central).

RETURN TICKETS.

Ordinary Return Tickets issued between Stations in England and Station in Scotland are available for One Month.

Tourist Tickets are issued between certain Stations in Scotland and certain Stations in England during the season from 1st May until 31st October, and are, in most cases, available for return up to and including 31st December.

SINGLE JOURNEY TICKETS AND OUTWARD HALVES OF ORDINARY RETURN TICKETS.

Passengers holding Single Journey Tickets and outward halves of Ordinary Return Tickets from Stations in Scotland to Stations in England, and *vice versa*, are allowed four days to complete their journey from Stations south of Perth and Dalmally, and six days from Perth and Stations north thereof, and from Dalmally and Stations west thereof. This limitation does not, however, apply to Tourist Tickets available for Two Months, or until 31st December next. In respect to these, there is no limit to the period within which the Outward Journey must be completed, except that both the Outward and the Return Journey must be completed within the time for which the Ticket is valid.

TICKETS AVAILABLE BY ALTERNATIVE ROUTES.

Passengers from Glasgow (Central Station) and Stations west and north thereof to Stations in England, and *vice versa*, may travel *via* Edinburgh (Princes Street Station).

Passengers from Inverness, Aberdeen, Dundee, Perth, Oban, Stirling, and all other Stations in the North to Stations in England, and *vice versa*, may travel *via* Edinburgh or Glasgow.

Passengers holding Tickets by the West Coast Route from Larbert and Stations north thereof to all Stations in England (including Carlisle), and *vice versa*, travelling *via* Edinburgh, have the option of proceeding to or from Edinburgh either *via* Larbert, Linlithgow, and Princes Street Station, or *via* Glasgow or Coatbridge and Edinburgh (Princes Street Station), without extra charge.

Passengers from Guthrie and Farnell Road, and Stations north of Farnell Road, to Stations in England, and *vice versa*, may travel *via* Coupar-Angus or Dundee.

Tourist and Ordinary Return Tickets between Keith, Elgin, Forres, Nairn, and Inverness, as also places north and west of Inverness, and Stations in England, are issued *via* Dunkeld, Pitlochry, and Blair-Athole; or *via* Aberdeen and the Moray Firth Coast Line; or *via* Aberdeen, Craigellachie, and Elgin; or *via* Aberdeen, Keith, Mulben, and Elgin, at the option of the Passengers, who may travel north of Perth by either route, in either direction, or may go by one route, and return by either of the others. Passengers when booking must state by which route they intend to travel in each direction, and see that they obtain Tickets accordingly. Tickets will not be recognised by other routes than those specified on them.

BREAK OF JOURNEY.

Passengers may break their journey at any Station north of Carlisle on the direct route, and at Dumfries, Carlisle, Penrith, Shap, Oxenholme, Carnforth (to enable them to visit Windermere and the other Lakes), Lancaster, Preston, Wigan, Warrington, Crewe, Stafford, Lichfield, Birmingham, Nuneaton, Rugby, Northampton, Blisworth, Kenilworth, or Leamington, both going and returning.

Passengers between Stations in the West of England and Stations in Scotland (*via* Severn Tunnel) may break their journey at any Station north of Carlisle on the direct route, and at Carlisle, Penrith, Oxenholme, Carnforth (to enable them to visit Windermere and other Lakes), Lancaster, Preston, Wigan, Warrington, Crewe, Shrewsbury, Hereford, and Bristol.

Passengers to and from Stations in the West of England, *via* Birmingham, Bromsgrove, and Bristol, may break their journey at any Station north of Carlisle on the direct route, and at Dumfries, Carlisle, Penrith, Shap, Oxenholme, Carnforth (to enable them to visit Windermere and the other Lakes), Lancaster, Preston, Wigan, Warrington, Crewe, Stafford, Lichfield, Birmingham, and Gloucester.

Passengers from Glasgow (Central Station) and Stations west and north thereof to Stations in England, and *vice versa*, may travel *via* Edinburgh (Princes Street), and break the journey there, in addition to breaking it at any Station on the direct route north of Carlisle.

Passengers from Inverness, Aberdeen, Dundee, Perth, Oban, Stirling, and all other Stations in the North, to Stations in England, and *vice versa*, travelling *via* Glasgow or Edinburgh, may break the journey at these places.

Those to and from Aberdeen may break the journey at Brechin and Montrose.

Holders of Through Tickets from Stations north of Inverness and Stations on the Great North of Scotland Railway to the South, and *vice versa*, may break their journey for one night at Inverness or Aberdeen respectively.

REFRESHMENT ROOMS

Are provided at the undernoted Stations on the Caledonian Railway, viz.:—

Aberdeen.	Carstairs.	Dundee (West).	Gourock.	Lockerbie.
Airdrie.	Castle-Douglas.	Edinburgh (Princes Street).	Greenock (Cath.St.)	Oban.
Beattock.	Crieff Junction.	Glasgow (Buch.St.)	Guthrie.	Perth (General).
Callander.	Dalmally.	Glasgow (Cen.)	Hamilton (Cen.)	Stirling.
Carlisle.	Dumfries.		Kilmarnock.	Wemyss Bay.

LUNCHEON BASKETS

Are supplied to Passengers in the Trains at **Stirling, Glasgow** (Central and Buchanan Street Stations); also at **Carlisle,** Preston, Holyhead, Manchester (Exchange and London Road), Liverpool (Lime Street), Crewe, Hereford, Shrewsbury, Chester, Stoke, Stafford, Birmingham (New Street), Nuneaton, Rugby, Northampton, Bletchley, and Euston, at the following charge:—

Including Half a Chicken, with Ham or Tongue, or a portion of Cold Beef, Salad, Ice, Bread, Cheese, Butter, &c., with either Half a Bottle of Claret, Two Glasses of Sherry, or a Pint Bottle of Stout or Beer, 3s.

A reduction of 6d. will be made when neither Wine nor Beer is supplied.

The Baskets to be handed to one of the Company's Servants in attendance on the Train, to be returned to the Depot.

Fruit and Milk may be obtained at the above-named Buffets.

Hot Luncheons, consisting of Fillet of Beef or Mutton Chop, Fried Potatoes, Bread, &c., can be supplied to Passengers in the Trains at **Glasgow** (Central and Buchanan Street Stations), Crewe, Stafford, and Rugby. For the Stations *en route*, notice should be given to the Guard of the Train at the preceding stopping Stations. The charge for the Hot Luncheon is 3s. with Wine or Beer, and 2s. 6d. without.

Perth Station Refreshment Rooms.—Baskets, containing Breakfast or a Hot Dinner, may be had from the Perth Station Refreshment Rooms at a charge of 2s. for Breakfast and 2s. 6d. for Dinner. The empty Baskets to be handed to the Guard, to be returned to Perth.

THROUGH GUARDS AND CONDUCTORS.

Guards taking charge of the Through Luggage travel by all the Express Trains between Glasgow and Edinburgh and London (Euston).

Conductors in charge of the Through Luggage travel by the Express Trains from London to Perth, and Perth to London.

LAVATORY CARRIAGES

Are run between **Scotland** and **England;** and

THROUGH CARRIAGES

Are run between **London** (Euston) and **Scotland** by all Trains, and by the principal Trains between **Liverpool** and **Manchester** and **Scotland.**

SALOONS AND FAMILY CARRIAGES.

The use of Family and Saloon Carriages may be obtained on application to Mr. Irvine Kenpt, the General Superintendent, Caledonian Railway, Glasgow; Mr. G. P. Neele, the Superintendent of the London and North-Western Railway, Euston Station; or to any of the Station Masters at the Stations on the West Coast (Royal Mail) Route.

HORSES AND CARRIAGES.

Ample facilities are provided for the conveyance of Horses and Carriages between Scotland and England.

PASSENGERS TO OR FROM STATIONS SOUTH OF LONDON.

Passengers by the West Coast Route to or from the South of England can travel *via* Willesden, Kensington, Victoria, Herne Hill, and Croydon; Willesden, Kensington, and Waterloo; or Willesden, Kensington, and Clapham Junction. Continuous communication is thus arranged between the London and North-Western Main Line and the London, Brighton, and South Coast; the London, Chatham, and Dover; the South-Western, and South Eastern Lines, by which means the expense and inconvenience of crossing from one Station to the other in London is avoided.

OMNIBUSES FOR USE OF FAMILY PARTIES

Are provided, when previously ordered, to convey Passengers and their Luggage to and from the L. & N.-W. and Caledonian Stations in the following Towns:—

London (Euston).	Birmingham (New Street).	Manchester (London Road).
*Glasgow (Central).	Liverpool (Lime Street).	Manchester (Exchange).
*Glasgow (Buchanan Street).	Liverpool (Edge Hill).	

These **Omnibuses,** which are capable of carrying Six Persons inside and Two outside, with a reasonable quantity of Luggage, can be obtained, when previously ordered through the Station Masters at the above-named Stations, to be sent to any other Railway Company's Stations, or to any Hotel or Private Residence, for the conveyance to the L. & N.-W. or Caledonian Railway Stations (in time for any of the Trains) of parties proposing to travel by the L. & N.-W. or Caledonian Railways, or to meet any Train arriving at any of the Stations named.

* The Omnibuses at Glasgow are capable of carrying Six Persons inside and Four outside.

HOTEL ACCOMMODATION.

The Caledonian and London and North-Western Companies have under their own Management Hotels at—

London (Euston).	Liverpool (Lime Street).	Preston.
Crewe.	Birmingham (New Street).	Dublin (North Wall), N.-Western.
Greenore.	Blaenau Festiniog.	Glasgow (Central).
Holyhead.	Bletchley.	Perth (General).

Passengers travelling by Caledonian and London and North-Western Railways (West Coast Route) desirous of staying in any of these Hotels, may, on stating their requirements to the Station Master at any of the principal Stations, have a telegram sent free, ordering the necessary accommodation.

CARRIAGE OF GAME, MEAT, AND FISH BY PASSENGER TRAIN.

Special Trains are run daily by the West Coast Route from Aberdeen to Liverpool, Manchester, Birmingham, London, &c., in connection with the Great North of Scotland Railway, and from Perth in connection with the Highland Railway, conveying Fish and Meat Traffic at Express speed, thereby ensuring prompt delivery at destination. Ordinary consignments of Fish, Meat, and Game Traffic are also conveyed by the Limited Mail and Express Passenger Trains.

MERCHANDISE AND PERISHABLE TRAFFIC BY GOODS TRAINS.

Merchandise of all descriptions and Live Stock is conveyed expeditiously between England and Scotland by an **Improved Express Service of Through Goods Trains.**

Information as to Rates and Train Arrangements may be obtained from Mr. Frederick Harrison, Chief Goods Manager; Mr. Wm. Fewkes, Assistant Goods Manager, Euston Station; Mr. E. Michel, Continental Superintendent, Euston Station, London N.W.; and from Mr. A. Hillhouse, General Goods Manager, Caledonian Railway, Glasgow.

Further information can be obtained on application to Mr. IRVINE KEMPT, General Superintendent, Caledonian Railway, 302 Buchanan Street, Glasgow; and to Mr. GEO. P. NEELE, Superintendent of London and North-Western Railway, Euston Station, London.

SLEEPING SALOONS

BY THE

WEST COAST (ROYAL MAIL) ROUTE.

CORRIDOR SLEEPING SALOONS are run by the Night Trains between Scotland and England.

The **Corridor Sleeping Saloons** run by the West Coast Route are specially built with the view of ensuring comfort and privacy during the journey. Each Saloon is comfortably warmed by a Special Heating Apparatus during the Winter Months; is provided with Lavatory Accommodation, and Hot Water; and is in charge of an Attendant who travels the whole journey, and who will supply Tea, Coffee, and other light refreshments to Passengers *en route*.

Berths can be secured by Letter or Telegram addressed to the Station Masters at the Stations from which the Saloons are run. Applications for Berths should specify the number required, and whether for a Lady or Gentleman, or for both.

BERTHS, 5s. EACH, IN ADDITION TO FIRST CLASS FARE.

The Caledonian and L. & N.-W. Railway Companies' Agent in America is **Mr. C. A. BARATTONI, 852 Broadway, New York,** from whom all information as to Train Service, Fares, Rates, &c., can be obtained.

ADDRESSES OF WEST COAST AGENTS IN SCOTLAND.

ABERDEEN—Mr. John Cowe, Caledonian Railway Offices, Guild Street; ARBROATH—Mr. John Nicoll, Joint Station; BANFF—Mr. James Wood, 21 Fyfe Street; BROADFORD—Mr Samuel Campbell, Merchant; CASTLE BAY (Barra)—Mr. T. Glancy, Merchant; EDINBURGH—Caledonian Railway Offices, 11 Princes Street, and Princes Street Station; ELGIN—Mr. A. Reid, 42 Moss Street; FORT-WILLIAM—Mr. James Miller, Royal Mail Coach Office; GLASGOW—Caledonian Railway Offices, 302 Buchanan Street; Caledonian Railway Offices, Central Station; Mr. B. Dickson, 33 Gordon Street (L. & N.-W. Ry. Agent); GREENOCK—Mr. B. Dickson, 20 Brymner Street (L. & N.-W. Ry. Agent); HELMSDALE—Mr. John Macaulay, Merchant; INVERNESS—Mr. W. W. Dawes, 5 Union Street; LERWICK (Shetland)—Mr. A. J. Garriock; LOCHBOISDALE—Messrs. Donald Ferguson & Son, Merchants; LOCHMADDY—Mr. Ewan M'Lean, Merchant; MELVICH—Mr. Angus Morrison, Hotelkeeper; OBAN—Mr. Jno. Anderson, Traffic Manager; PERTH—Mr. A. C. Kinloch, Principal West Coast Traffic Agent, General Station, and Mr. H. Westcott, General Station; PETERHEAD—Mr. James Ogston; PORTREE (Skye)—Mr. J. G. Mackay, Merchant; SALEN (Mull)—Mr. Donald Fletcher, Merchant; SCRABSTER (Thurso)—Mr. David Miller, Hotelkeeper; STORNOWAY—Mr. J. Mackenzie, Fishcurer; STRANRAER—Mr. W. Grafton, Railway Station; TARBERT (Harris)—Mr. John M'Kay, Fish Merchant, East Loch; TOBERMORY (Mull)—Mr. John Macfarlane, Merchant; WICK—Mr. James M. Davidson, Commission Agent.

CALEDONIAN RAILWAY.

GLASGOW, EDINBURGH, AND NORTH OF SCOTLAND.

GLASGOW (Buchanan Street), STIRLING, and PERTH.

	B	B															SUNS B
Glasgow—	a.m	a.m.	a.m	a.m.	a.m.	a m	p.m.	p m.	p.m.	p.m.	p.m	p.m.	p.m	p.m.	p.m.	p.m.	a.m.
(Buch. St.)lve.	5 10	5 50	6 35	7 10	8 50	10 0	1230	1240	2 0	4 5	4 15	5 0	5 30	6 15	6 20	10 0	6 20
Stirling ...arr.	6 2	7 26	7 46	8 0	9 48	1042	1 22	1 44	2 51	4 54	5 15	5 49	6 30	7 13	7 52	1057	7 15
Perth ..... ,,	6 55	3 15	... 9	5	11 0	1135	...	3 20	3 52	...	6 27	6 45	7 50	8 7	...	125a	8 2

	a.m.	a.m	a.m.	a m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.			B p.m.
Perth.....lve.	6 5	...	7 40	...	...	9 5	1030	1215	1 50	...	4 13	5 5	...	7 35	...	...	4 15
Stirling..... ,,	7 40	8 31	8 42	9 33	9 40	9 53	1210	1 0	3 25	4 35	5 9	6 50	8 7	8 30	...	...	5 11
Glasgow—																	
(Buch. St.) arr.	8 55	9 15	9 30	1020	1025	1045	1 20	1 5	4 30	5 30	6 0	8 0	9 5	9 25	...	...	6 20

GLASGOW (Buchanan Street) and DUNDEE (West).

	B	B						SUNS B
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
Glasgow (Buchanan Street) ...lve.	5 10	5 50	7 10	10 0	2 0	5 0	6 15	10 0	6 20
Dundee (West) .....arr.	7 30	9 37	9 42	12 10p	4 30	7 15	8 50	1 5a	9 0

	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Dundee (West) .....lve.	6 40	8 20	9 25	11 40	12 45	3 30	4 5	7 0	3 30
Glasgow (Buchanan Street) ...arr.	9 30	10 45	1 20p	1 50p	4 30	6 0	8 0	9 25	B6 20

GLASGOW (Buchanan Street) and ABERDEEN.

	B							SUNS B
	a.m	a.m.	a.m.	p.m.	p m.	p.m.	p.m		a.m.
Glasgow (Buchanan Street) ...lve.	5 10	7 10	10 0	2 0	5 0	6 15	10 0	...	6 20
Aberdeen..... .....arr.	9 0	12 10p	2 5p	6 20	9 5	10 28	3 5a	...	11 0

	a.m.	a.m.	p.m.	p.m,					p.m.
Aberdeen..... .....lve.	6 50	10 0	1 10	5 25	...	...	...	...	1 10
Glasgow (Buchanan Street) ...arr.	10 45	1 50p	6 0	9 25	...	...	...	...	B6 20

EDINBURGH (Princes Street), PERTH, DUNDEE, and ABERDEEN.

									SUNS.
	a.m.	a.m.	a.m	noon.	p.m.	p.m.	p.m.	p.m	a.m.
Edinburgh (Princes Street) ...lve.	4 45	6 45	9 40	12 0	1 35	3 30	4 30	9 45	6 35
Perth .....arr.	6 55	9 5	11 20	3 20	3 52	5 45	6 27	12 5a	8 20
Dundee (West).. ..... ,,	7 30	9 42	12 10p	...	4 30	...	7 15	1 5	9 0
Aberdeen ..... ,,	9 0	12 10p	2 5	...	6 20	...	9 5	3 5	11 0

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		p.m.
Aberdeen ..... lve.	...	6 50	10 0	...	1 10	...	5 25	...	1 10
Dundee (West) ..... ,,	6 40	8 20	11 40	12 45	3 30	4 5	7 0	...	3 30
Perth ..... ,,	7 40	9 5	12 20p	1 50	4 4	5 5	7 35	...	4 5
Edinburgh (Princes Street) ...arr.	9 43	11 0	2 9	4 30	5 56	8 0	9 35	...	6 3

GLASGOW, EDINBURGH, and INVERNESS.

					A				SUNS.
	a.m.	a m.	a.m.	p.m.	p.m.				a.m.
Glasgow (Buchanan Street) ...lve.	B5 10	7 10	10 0	2 0	10 0	...	...	...	B6 20
Edinburgh (Princes Street) ... ,,	4 45	6 45	9 40	1 35	9 45	...	...	...	6 35
Inverness (*via* Duhkeld) .....arr.	11 5	...	6 5p	10 5	6 10a	...	...	...	1 30p
Do. (*via* Aberdeen) ..... ,,	1 35p	6 5p	10 5	10 40	8 10	...	...	...	...

				A	A				
	a.m.	a.m.	p.m.	p.m.	p.m.				a.m.
Inverness (*via* Aberdeen) .....lve.	...	9 0	12 40	...	3 45	...	...	...	...
Do. (*via* Dunkeld)..... ,,	6 0	10 10	3 0	10 30	...	...	...	...	10 10
Edinburgh (Princes Street) ...arr.	2 9p	5 56p	9 35	9 43a	11 0a	...	...	...	6 3p
Glasgow (Buchanan Street) ... ,,	1 50	6 0	9 25	9 30	10 45	...	...	...	B6 20

A Daily except Saturdays.
B Trains marked thus (**B**) start from and arrive at the Central Station, Glasgow.

THROUGH CARRIAGES

ARE RUN BETWEEN

EDINBURGH (Princes Street Station)

AND

THE NORTH OF SCOTLAND

as under:—

Edinburgh (Princes Street) to Aberdeen at 9.40 a.m., 1.35, 4.30, and 9.45 p.m.

Edinburgh (Princes Street) to Callander at 12.0 noon.

Edinburgh (Princes Street) to Forfar at 9.40 a.m., 1.35, 4.30, and 9.45 p.m.

Edinburgh (Princes Street) to Perth at 9.40 a.m., 1.35, 3.30, 4.30, and 9.45 p.m.

Edinburgh (Princes Street) to Stirling at 4.45, 6.45, and 9.40 a.m., 12.0 noon, 1.35, 3.30, 4.30, and 9.45 p.m.

Aberdeen to Edinburgh (Princes Street) at 6.50 and 10.0 a.m., 1.10 and 5.25 p.m.

Callander to Edinburgh (Princes Street) at 3.55 p.m

Forfar to Edinburgh (Princes Street) at 8.16 and 11.27 a.m., 2.55 and 6.50 p.m.

Perth to Edinburgh (Princes Street) at 7.40 and 9.5 a.m., 12.20, 1.50, 4.4, 5.5, and 7.35 p.m'

Stirling to Edinburgh (Princes Street) at 8.42 and 10.0 a.m., 1.7, 3.25, 4.54, 6.50, and 8.30 p.m.

FIRST CLASS LAVATORY CARRIAGES

Are also run by several of the Trains from and to Edinburgh (Princes Street).

Return Tickets from Glasgow (Buchanan Street) and Edinburgh (Princes Street) to Stirling, Perth, Dundee, Aberdeen, and other Caledonian Stations in the North, are available for going or returning on any day within six months from date of issue

THROUGH CARRIAGES

ARE RUN BETWEEN

GLASGOW (Buchanan Street Station)

AND

THE NORTH OF SCOTLAND

as under:—

Glasgow (Buchanan Street) to Aberdeen at 7.10 and 10.0 a.m., 2.0, 5.0, 6.15, and 10.0 p.m.
Glasgow (Buchanan Street) to Elgin at 2.0 p.m.
Glasgow (Buchanan Street) to Dundee at 7.10 and 10.0 a.m., 2.0, 5.0, 6.15, and 10.0 p.m.
Glasgow (Buchanan Street) to Forfar at 7.10 and 10.0 a.m., 2.0, 5.0, 6.15, and 10.0 p.m.
Glasgow (Buchanan Street) to Inverness at 10.0 a.m. and 2.0 p.m.
Glasgow (Buchanan Street) to Perth at 6.35, 7.10, 8.50, and 10.0 a.m., 12.40, 2,0, 5.0, 6.15, and 10.0 p.m.
Glasgow (Buchanan Street) to Callander at 7.10 a.m., 12.30, 4.5, and 5.30 p.m.
Glasgow (Buchanan Street) to Oban at 7.10 a.m. and 4.5 p.m.
Glasgow (Buchanan Street) to Crieff at 4.5 p.m.
Glasgow (Buchanan Street) to Stirling at 6.35, 7.10, 8.50, and 10.0 a.m., 12.30, 12.40, 2.0, 4.5, 4.15, 5.0, 5.30, 6.15, and 10.0 p.m.
Glasgow (Central) to Perth at 5.10 a.m.
Glasgow (Central) to Stirling at 5.10 a.m.
Glasgow (Central) to Aberdeen at 5.10 a.m.
Glasgow (Central) to Forfar at 5.10 a.m.
Elgin to Glasgow at 10.20 a.m.
Aberdeen to Glasgow at 6.50 and 10.0 a.m., 1.10 and 5.25 p.m.
Forfar to Glasgow at 8.16, 8.42, and 11.27 a.m., 12.0 noon, 2.55 and 6.50 p.m.
Dundee (West) to Glasgow at 6.40, 8.20, 9.25, and 11.40 a.m., 12.45, 3.30, 4.5, and 7.0 p.m.
Inverness to Glasgow at 10.10 a.m. and 3.0 p.m.
Perth to Glasgow at 6.5, 7.40, 9.5, and 10.30 a.m., 12.15, 1.50, 4.13, 5.5, and 7.35 p.m.
Crieff to Glasgow at 8.40 a.m.
Oban to Glasgow at 6.0 a.m., 12.40 and 4.5 p.m.
Callander to Glasgow at 7.55 and 9.0 a.m., 3.55 and 7.23 p.m.
Stirling to Glasgow at 7.40, 8.31, 8.42, 9.33, 9.40, and 9.53 a.m., 12.10, 1.0, 3.25, 4.35, 5.9, 6.50, 8.7, and 8.30 p.m.

FIRST CLASS LAVATORY CARRIAGES are run as follows:—

Glasgow (Buchanan Street) to Perth and Dundee at 7.10 and 10.0 a.m., 2.0, 6.15, and 10.0 p.m.
Glasgow (Buchanan Street) to Oban at 7.10 a.m. and 4.5 p.m.
Glasgow (Buchanan Street) to Aberdeen at 7.10 and 10.0 a.m., 2.0, 5.0, 6.15, and 10.0 p.m.
Glasgow (Buchanan Street) to Inverness at 10.0 a.m. and 2.0 p.m.
Inverness to Glasgow at 10.10 a.m. and 3.0 p.m.
Aberdeen to Glasgow at 6.50 and 10.0 a.m., 1.10 and 5.25 p.m.
Dundee to Glasgow at 6.40, 8.20, and 11.40 a.m., 12.45, 3.30, and 7.0 p.m.
Perth to Glasgow at 7.40, 9.5, and 10.30 a.m., 12.15, 1.50, 4.13, and 7.35 p.m.
Oban to Glasgow at 6.0 a.m., 12.40 and 4.5 p.m.

CALEDONIAN RAILWAY COMPANY.

CENTRAL STATION HOTEL, GLASGOW.

LIGHTED THROUGHOUT BY ELECTRICITY.

THE CENTRAL STATION HOTEL is at the Glasgow Terminus of the Caledonian and London and North-Western Railways (West Coast Royal Mail Route between England and Scotland).

The Hotel is under the Management of the Caledonian Railway Company. It is situated in the most central position in the City, and offers every accommodation for Families and Commercial Gentlemen at Moderate Charges.

TARIFF.

APARTMENTS.

SUITES, consisting of Parlour, Bed Room, Bath and Dressing Room:—

First Floor, ...	from	23/ per day.
Second Floor, ...	„	21/ „
PRIVATE SITTING ROOMS,...	„	10/6 „

BED ROOMS.

From 3/6 to 7/6 each according to size and position.

When Rooms are occupied by two persons an Extra Charge of 1/ is made.
NO CHARGE IS MADE FOR ATTENDANCE.

MEALS.

Breakfast at Table d'Hote, 8 a.m. till 10 a.m. (Sunday, 9.30 a.m.), ...	3/
Luncheon {At Table d'Hote, 12.30 p.m. till 2 p.m., ...	3/
Luncheon {Cold Meat or Hot Joint, ...	2/6
Dinner at Table d'Hote, 6.15 p.m. (Sunday, 5 p.m.), ...	4/6
Cup of Tea, Coffee, or Chocolate, ...	/6
Plain Tea, with Preserves, ...	2/
Tea, with Eggs or Cold Meat, or Plain Fish, ...	2/6
Tea, with Hot Meat, or Chicken and Ham, etc., ...	3/
Soups, per Basin, ...	1/

Dinners, Luncheons, and Suppers à la Carte, as per Bill of Fare.

Visitors' Servants' Board, 5/ per day.

An Extra Charge is made for Visitors' Meals served in Private Apartments.

N.B.—Dogs are not allowed in any of the Rooms of the Hotel, but accommodation is provided for them (at Owner's Risk) on the premises, at a charge of 1/6 per day.

The Hotel contains **400 Bed Rooms**, also numerous suites of Parlours, Bed Rooms, Bath and Dressing Rooms communicating, and Private Sitting Rooms. The Public Rooms are most conveniently arranged, and comprise the Grand Dining Hall, which is 90 feet long, 40 feet wide, and 29 feet high; General Coffee Room, Ladies' Coffee Room, two Drawing Rooms, Music Room, Reading Room, three Writing Rooms, two Smoke Rooms, Billiard Rooms, and Hat and Cloak Room.

There is a First-Class RESTAURANT attached to the Hotel, a Telegraph Office on the Station Platform, and G. P. O. Letter Box, Telephone Office, and Hairdresser's Shop situated in the Entrance Hall.

The Sanitary arrangements of the building have been carried out under the supervision of one of the most experienced Engineers of the day; and there are 36 Lavatories and 34 Bath Rooms for the use of Visitors.

There is a Laundry in the Hotel, also three Hydraulic Elevators for Passengers and Luggage. Hotel Porters attend the arrival of all Trains. Well-appointed Carriages and Broughams can be had on the shortest notice at Moderate Charges.

Visitors are respectfully requested to immediately report to the Manager any case of incivility or want of attention on the part of any of the Servants of the Hotel.

Passengers by this Company's Line can, on giving their name and making their requirements known (in writing, to avoid mistakes) to the Officials at any of the Stations, have apartments ordered by Telegraph Free of Charge.

S. TIMBRELL, *Hotel Manager.*

P.S.—There are also Refreshment Rooms under the Company's Management at the following Places:—

GOUROCK, STIRLING, AIRDRIE, and at CENTRAL AND BUCHANAN STREET STATIONS, GLASGOW.

CALEDONIAN STEAM PACKET COMPANY

(LIMITED).

THROUGH COMMUNICATION

BETWEEN

LONDON, LIVERPOOL, EDINBURGH, AND GLASGOW,

AND THE

WATERING PLACES ON THE FIRTH OF CLYDE.

The Caledonian Steam Packet Company's Fleet of Magnificent New Saloon Steamers sail in connection with Trains from London (Euston Station), Liverpool (Lime Street Station), Edinburgh (Princes Street Station), and Glasgow (Central Station).

From GOUROCK—For Kilcreggan, Cove, Blairmore, Strone, Ardnadam, Kilmun, Kirn, Dunoon, etc.

From WEMYSS BAY—For Innellan, Toward, Rothesay, Port-Bannatyne, Kyles of Bute, Largs, Millport, etc.

From ARDROSSAN (Montgomerie Pier)—For places in the Island of Arran.

These being the most direct and expeditious Routes to all the Clyde Watering Places.

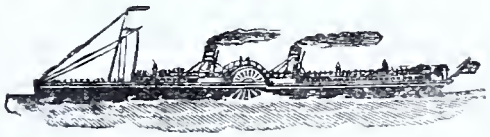
Special Excursions are also made to all parts of the Coast, particulars of which will be found in the Caledonian Railway Company's Time Tables and Time Bills.

THE CUISINE IS UNEQUALLED.

THE ROYAL ROUTE

TO THE

ISLAND OF ARRAN



BY THE

"IVANHOE,"

IN CONNECTION WITH

LONDON & NORTH-WESTERN & CALEDONIAN RAILWAYS,

Via **WEMYSS BAY.**

Going *via* Kyles of Bute, and returning *via* South end of Bute.

Is universally conceded to be one of the finest Excursions on the Clyde.

Passengers have the option of going by the "Ivanhoe" and returning by the "Duchess of Hamilton," or *vice versa.*

LOCH TAY STEAMERS,

IN CONNECTION WITH

CALEDONIAN RAILWAY.

Grand Perthshire Excursion and Circular Tour

BY

RAIL, COACH, AND STEAMER.

The lovely and romantic Country lying between the Highland and Callander and Oban Railways has been opened up to the Public by way of Aberfeldy and Loch Tay to Killin, or *vice versa*. The Steamer "Lady of the Lake" plies on Loch Tay, one of the most charming of Scottish Lakes, daily during the Season.

Passengers can receive Circular Tourist Tickets for this Tour from almost any Railway Station in the Kingdom, and the Tour can be comfortably made in one day from Glasgow, Edinburgh, Dundee, Stirling, Callander, Trossachs, Oban, Dunkeld, Pitlochry, etc.

For further particulars see Caledonian Railway Tourist Guide, Time Tables, and Steamboat Bills.

SUMMER TOURS IN SCOTLAND.

THE ROYAL ROUTE.

GLASGOW AND THE HIGHLANDS,

Via Crinan and Caledonian Canals.

ROYAL MAIL STEAMERS

Columba.	Glencoe.	Claymore.	Loanda.
Iona.	Lochawe.	Clansman.	Gladiator.
Grenadier.	Lochness.	Clydesdale.	Pelican.
Fusilier.	Lochiel.	Cavalier.	Udea.
Chevalier.	Linnet.	Staffa.	Texa.
Gondolier.	Fingal.	Ethel.	Countess.
Pioneer.	Islay.	Handa.	Maud.
Glengarry.	Flowerdale.	Mabel.	Inveraray Castle.

THE ROYAL MAIL SWIFT PASSENGER STEAMER

"COLUMBA" OR "IONA"

Sails daily from May till October, from Glasgow at 7.0 a.m., and from Greenock at 8.50 a.m., Princes Pier about 9.0 a.m., Gourock Pier about 9.15 a.m., and Dunoon about 9.30 a.m., in connection with Express Trains from London and the South, Edinburgh, and Glasgow, etc., for KYLES OF BUTE, TARBERT, and ARDRISHAIG, conveying Passengers for OBAN, GLENCOE, INVERNESS, LOCH AWE, LOCH SHIEL, LOCH LOMOND, LOCH KATRINE, THE TROSSACHS, STAFFA and IONA, MULL, SKYE, GAIRLOCH, LOCHINVER, STORNOWAY, ISLAY, etc.

A WHOLE DAY'S SAIL BY THE "COLUMBA" OR "IONA."

From Glasgow to Ardrishaig and Back (180 miles).

CABIN FARE, ...	6s.	Breakfast, Dinner, and Tea, in Cabin, ...					6s.
FORE CABIN FARE,	3s. 6d.	Do.	do.	do.	in Fore Cabin,		3s. 6d.

TOURS TO THE WEST HIGHLANDS,

(Occupying about a Week,)

BY STEAM-SHIP

"CLAYMORE" OR "CLANSMAN,"

Via Mull of Kintyre, going and returning through the Sounds of Jura, Mull, and Skye, calling at Oban, Tobermory, Portree, Stornoway, and intermediate places.

CABIN RETURN FARE, with superior Sleeping Accommodation, 45s.;
OR INCLUDING MEALS, 80s.

The Route is through scenery rich in historical interest and unequalled for grandeur and variety. These Vessels leave **Glasgow** every Monday and Thursday about 12.0 noon, and Greenock about 6.0 p.m.; returning from Stornoway every Monday and Wednesday.

The Steam-Ship "**CAVALIER**" will leave Glasgow every Monday at 11.0 a.m., and Greenock at 4.0 p.m., for Inverness and Back (via Mull of Kintyre), leaving Inverness every Thursday morning; Cabin Fare for the Trip, with First-class Sleeping Accommodation, 40s.; or including Meals, 70s.

OFFICIAL GUIDE BOOK, ILLUSTRATED, 6d.; CLOTH GILT, 1s.

Time Bill, Map, and List of Fares sent free on application to the Owner,

DAVID MACBRAYNE, 119 Hope Street, GLASGOW

GLASGOW, INVERARAY, AND OBAN,

AND THE

FAMED LOCH ECK COACH TOUR;

HELL'S GLEN COACH TOUR;

INVERARAY, LOCH AWE, AND DALMALLY COACH TOUR;

GLENCROE AND LOCH LOMOND COACH TOUR;

ARDLAMONT AND KYLES OF BUTE COACH TOUR.

The Splendid New Royal Mail Saloon Steamer "Lord of the Isles" sails daily from Glasgow at 7.20 a.m., conveying Passengers to Dunoon, Rothesay, Kyles of Bute, Strachur, and Inveraray, and conveying Passengers to Oban and above Famed Coach Tours. Returning from Oban at 10.0 a.m., Inveraray at 2.30 p.m. as above for Glasgow.

Train from Central Station at 8.45 a.m. to GOUROCK, where Passengers can join the Steamer, and from Gourock to Glasgow at 6.40 p.m., on return of Steamer.

Passengers have about One Hour on land at Inveraray.

The above Tours are amongst the finest in Scotland.

Full particulars from

M. T. CLARK,

5 OSWALD STREET,

GLASGOW.

SCOTLAND AND IRELAND.

ROYAL MAIL SERVICE.

QUICKEST ROUTE AND CHEAPEST FARES BETWEEN

SCOTLAND AND IRELAND,

VIA BELFAST AND ARDROSSAN.

Express Trains are run by Caledonian Railway Company to and from Glasgow, Edinburgh, etc., on the arrival and for the departure at Montgomerie Pier, Ardrossan, of

Messrs. BURNS' ROYAL MAIL STEAMERS,

leaving Belfast every night (Saturday and Sunday excepted), and leaving Ardrossan every night (Sunday excepted); also, commencing on 1st June, in connection with

EXPRESS DAYLIGHT SERVICE,

leaving Ardrossan every morning and Belfast every afternoon (Sundays excepted), by the Magnificent Paddle Steamship

"ADDER."

Passengers are booked through between the chief towns in Ireland and Scotland.

For particulars as to hours see Newspapers and Guides, or apply to

G. & J. BURNS,
49 Queen's Square, BELFAST;
30 Jamaica Street, GLASGOW.

HINTS TO AMERICAN TOURISTS VISITING SCOTLAND.

Intending Travellers should consult

Mr. C. A. BARATTONI,

852 Broadway,

New York,

who is the responsible Agent of the Caledonian Company in America.

He can issue tickets from Queenstown, Liverpool, and Glasgow to all parts of Scotland direct, or by any route the traveller may wish to adopt.

If passengers wish to be relieved of the trouble of transferring their luggage in New York and at Liverpool, Mr. Barattoni will arrange for its collection from any New York residence, hotel, or railway station, and check it VIA *Liverpool, on the metal check system in use in America, to Glasgow, Edinburgh, or any other station, delivered to station, residence, or hotel.*

American Tourists desirous of visiting the many places of interest in Scotland are recommended to book to Glasgow, either direct by steamer or VIA *Liverpool or Southampton and London and North-Western and Caledonian Railways, and make the* **Central Station Hotel, Glasgow,** *which is owned and managed by the Caledonian Company, their headquarters. They will find the hotel, with its* 400 *Bed Rooms, numerous suites of Parlours, Bed Rooms with Bath and Dressing Rooms communicating, and Private Sitting Rooms, all that can be desired.*

The hotel is situated in the centre of the city and at the principal terminus of the Caledonian System in Glasgow. The entrance-hall is gained directly from the platforms of the commodious Central Station.

From that station there are trains nearly every hour of the day to Edinburgh and the East, covering the distance to Edinburgh in a little over an hour.

The Caledonian and London and North-Western Companies' Tourist Guide will be found useful to Tourists, as from it they will see that the Caledonian Railway Company have organized a system of tours (over 100 *in number), embracing almost every place of interest throughout the Scottish Highlands and Islands.*

Quite a number of these tours include the far-famed Trossachs (immortalised by Sir Walter Scott), Loch-Katrine

(Rob Roy's country), Loch Lomond, Loch Tay, Loch Long, Loch Fyne, Kyles of Bute, Island of Arran, Crinan Canal, Caledonian Canal, Islay, Skye, Inverness, Oban, Staffa and Iona, Aberdeen, Inveraray, Ardrishaig, Lanark, Falls of Clyde, and the district of the Covenanters; Callander, Stirling, Perth, Edinburgh, Dumfries, Ayr (the Land of Burns), Peebles, Moffat (the Land of Scott and the Ettrick Shepherd); Stranraer, etc., etc.

Tourist Tickets are also issued to the principal Stations in England, including the Lake district, and Bristol, Bath, etc., in the West of England, Isle of Man, Isle of Wight, Channel Islands, and France, Holland, etc.

Tourist Tickets are also issued by various routes to Ireland, including Belfast, Londonderry, Portrush, Giant's Causeway, Dublin, the Lakes of Killarney, etc., etc.

Those desirous of a sail on one or other of the world-renowned Clyde Steamers "Columba," "Iona," "Lord of the Isles," "Ivanhoe," "Duchess of Hamilton," "Adder," "Davaar," etc., can join the Steamers at Gourock Pier, Wemyss Bay Pier, or Ardrossan (Montgomerie Pier), travelling to the respective Piers by Express Trains running specially in connection with the Steamers.—For fuller particulars see the following pages.

PLEASURE SAILS
ON THE
FIRTH OF CLYDE.

AMONGST the wealth of facilities afforded to the public by the Caledonian Railway Company for viewing the scenery of "Bonnie Scotland," the attention of American Tourists is respectfully directed to the Company's arrangements for the conveyance of Tourists, etc., to and from the numerous watering places on the Firth of Clyde and Western Highlands.

By the CALEDONIAN RAILWAY the Tourist from London, Liverpool, and other places in England, Edinburgh, Glasgow, etc., etc., has the choice of "THREE ROUTES" to the Estuary of the Clyde and West Highlands, viz. :—

Via GOUROCK.
Via WEMYSS BAY.
Via ARDROSSAN.

By one or other of those, travellers can join the magnificent new Saloon Steamers "Duchess of Hamilton," "Galatea," "Marchioness of Lorne," "Marchioness of Breadalbane," "Marchioness of Bute," "Caledonia," "Meg Merrilies," and "Madge Wildfire," belonging to the Caledonian Steam-Packet Company, or the famous Steamers "Columba," "Iona," "Lord of the Isles," "Ivanhoe," "Davaar," "Adder," etc., etc., by which they will be enabled to visit districts embracing some of the finest scenery in the world.

In this respect the following particulars as to trips by the various Steamers undermentioned cannot fail to be of advantage to those who purpose visiting the shores of the old country.

BY THE STEAMER "COLUMBA."

For this unrivalled Steamer, which is one of Mr. MacBrayne's large and widely-known fleet, passengers book "*via* GOUROCK" from Edinburgh (Princes Street) about 7.20 a.m., and Glasgow (Central) about 8.30 a.m., an hour and a-half after the arrival at the latter station of the last night Express from London, Liverpool, etc. ; thus giving passengers from the South time for a comfortable breakfast before starting, and join the Steamer at

Gourock Pier. The Steamer sails from that pier promptly on the arrival of the Train, touching at Dunoon and Rothesay, thence through the Kyles (or Narrows) of Bute and up Loch Fyne to Ardrishaig, returning by same route in the afternoon. Passengers reaching Glasgow in the evening in time for dinner before the departure of the Trains to Edinburgh, Liverpool, London, and all other parts.

The scenery throughout is one enchanting panorama of mountain, loch, and wooded glen, and it would be difficult to find another district where Nature has been so lavish of her gifts.

BY THE STEAMER "IONA."

This is another fine Steamer of Mr. MacBrayne's fleet, and the sail is from Ardrishaig in the morning, passengers landing at GOUROCK PIER in time to join the Caledonian Company's Morning Express Trains for all parts of Scotland and England.

The "Iona" returns from GOUROCK to Ardrishaig in the afternoon in connection with Trains from Central Station, Glasgow, the course taken being precisely the same as that of the "Columba."

BY THE STEAMER "LORD OF THE ISLES."

For the pleasure sail by this palatial Steamer, one of the fleet of the Glasgow and Inveraray Steamboat Company, travellers leave Edinburgh (Princes Street) about 7 a.m., and Glasgow (Central) about 8.45 a.m.—an hour and three-quarters after arrival of Night Express from England—for GOUROCK, where they embark and proceed by way of Rothesay, Kyles of Bute, and Loch Fyne to Inveraray. This is a most enjoyable trip, and the passenger can return to Glasgow, Edinburgh, etc., etc., the same day. The Tourist by the "Lord of the Isles" has also the choice of a delightful Tour by Coach and Steamer *via* Dunoon, Loch Eck, and Strachur, which is annually growing in popularity.

BY THE STEAMER "IVANHOE."

The Excursion by this magnificent Steamer, which belongs to the Firth of Clyde Steam-Packet Company, is now recognised to be one of the finest on the Clyde. The pleasure seeker has the option of booking either *via* GOUROCK or *via* WEMYSS BAY. The trip is to Arran and back same day, calling at Rothesay, proceeding through the Kyles of Bute on the going journey, and returning *via* the South end of Bute. In connection with this Steamer a Circular Tour has been arranged, whereby passengers can travel

by the "Ivanhoe" to Arran, *via* GOUROCK or *via* WEMYSS BAY, returning by the new Saloon Steamer "Duchess of Hamilton," *via* ARDROSSAN, or ***vice versa***.

BY THE STEAMER "DAVAAR."

This fine Steamer belongs to the Glasgow and Campbeltown Steamboat Company, and to accomplish the trip, passengers book *via* GOUROCK, where they board the Steamer for this delightful sail round the north and east sides of the Island of Arran, calling at that beautiful watering place, Lochranza, situated at the head of the loch of the same name, through Kilbrannan Sound, and thence to Campbeltown. The Steamer returns the same evening to Gourock, from whence there is a connecting Train to Glasgow, etc., etc.

BY THE STEAMER "ADDER."

This splendid paddle Steamer is one of the famed fleet of Messrs. G. & J. Burns, and is the fastest ship of her type on the Coast. By her a most enjoyable, health-giving, and interesting sea voyage can be made between the land of the "Thistle" and the isle of the "Shamrock."

The route is from Edinburgh (Princes Street) and Glasgow (Central)—passengers from towns in England joining the Train at the latter station—to ARDROSSAN (MONTGOMERIE PIER), thence by the Steamer to Belfast, where passengers are afforded two hours on shore, returning to Glasgow and Edinburgh the same evening.

BY THE STEAMER "DUCHESS OF HAMILTON."

This "Floating Palace" (one of the Caledonian Steam-Packet Company's fleet) maintains an excellent service between ARDROSSAN and the Island of Arran in connection with trains from all parts of England, from Edinburgh (Princes Street Station), from Glasgow (Central Station), and from other parts of Scotland to ARDROSSAN, besides making frequent excursions to Ailsa Craig, Campbeltown, and round the Island of Arran, the latter Excursion affording a striking view of the great hills of Arran.

The foregoing Excursions can be made at a very reasonable cost, and with the utmost comfort—every possible arrangement having been made to meet the wants of Passengers on board the respective Steamers.

CORRIDOR TRAINS.

It will interest American Tourists to learn that during the ensuing Summer season the Caledonian and London and North-Western Railway Companies are to provide

NEW CORRIDOR TRAINS

on the West Coast (Royal Mail) Route between England and Scotland.

They will be constructed very much on the American Car principle, and, in addition to being fitted with all the improvements that the builder's art can suggest, will be provided with

LUNCHEON

AND

DINING SALOONS

FOR

ALL CLASSES OF PASSENGERS.

FULL PARTICULARS AS TO THE

CALEDONIAN COMPANY'S TRAIN SERVICE,

RATES, FARES, etc., etc.,

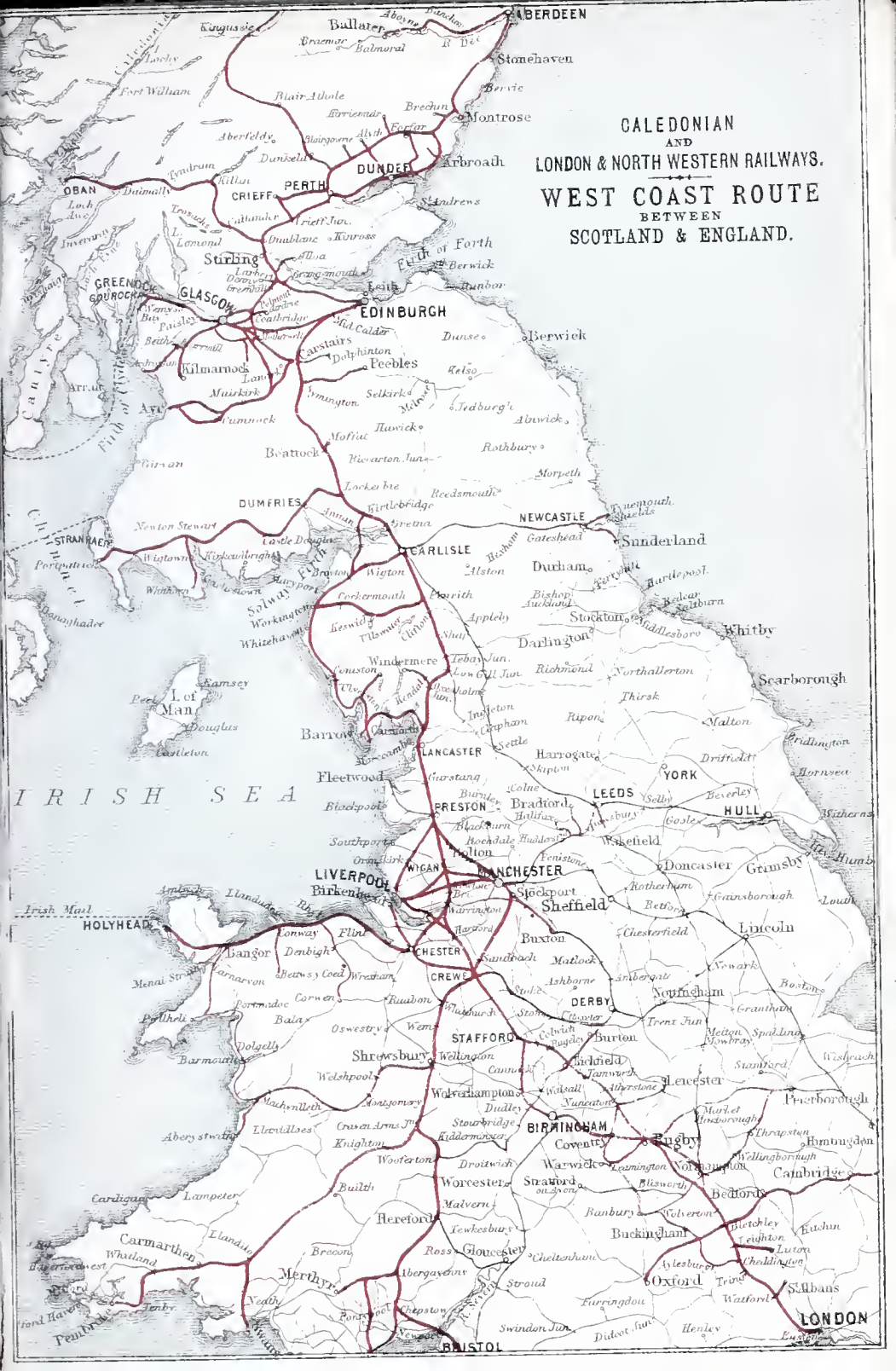
CAN BE OBTAINED AT THE

OFFICE OF THE LONDON AND NORTH-WESTERN RAILWAY OF ENGLAND, NORTH-WESTERN EXHIBIT, TRANSPORTATION BUILDING, CHICAGO EXHIBITION;

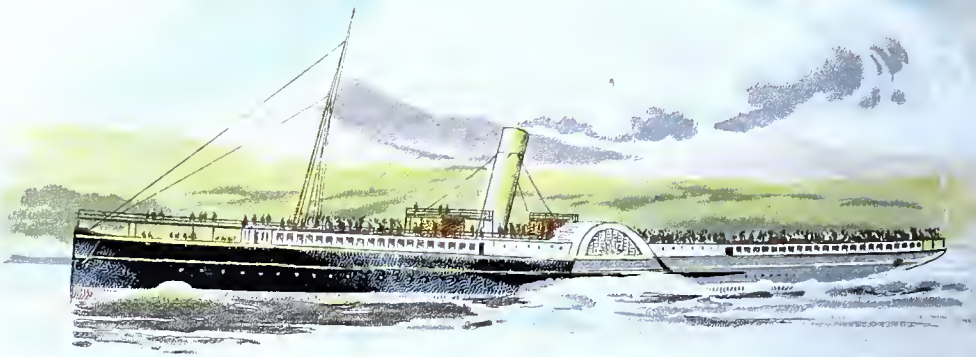
AND ALSO AT THE

Offices of Messrs. H. GAZE & SONS—

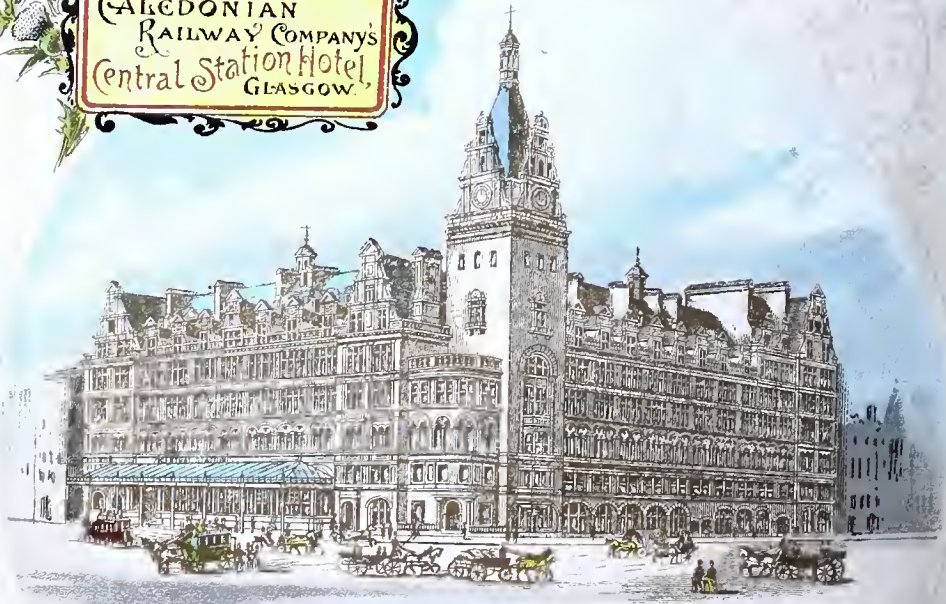
113 BROADWAY, NEW YORK.
852 Do. do.
201 WASHINGTON STREET, BOSTON.
43 E. VAN BUREN STREET, CHICAGO.
1225 PENN AVENUE, WASHINGTON.
PROSPECT HOUSE, NIAGARA FALLS.
508 WALNUT STREET, PHILADELPHIA.
19 CAMP STREET, NEW ORLEANS.
49 KING STREET WEST, TORONTO.


CALEDONIAN
AND
LONDON & NORTH WESTERN RAILWAYS.
WEST COAST ROUTE
BETWEEN
SCOTLAND & ENGLAND.
ABERDEEN
Ballater
Stonehaven
Montrose
Arbroad
DUNDEE
PERTH
CRIEFF
OBAN
Dunkeld
Stirling
GREENOCK
GLASGOW
EDINBURGH
Leith
Berwick
Dunbar
Carstairs
Peebles
Kilmarnock
Ayr
Beattock
Moffat
Dumfries
Castle Douglas
Stranraer
CARLISLE
NEWCASTLE
Sunderland
Durham
Darlington
Stockton
Whitby
Scarborough
Northallerton
Richmond
Thirsk
Ripon
Harrogate
Skipton
Malton
Bridlington
Driffield
YORK
LEEDS
HULL
Bradford
Halifax
Wakefield
Doncaster
Grimsby
Gainsborough
Lincoln
Sheffield
Rotherham
Chesterfield
Buxton
Matlock
Derby
Nottingham
Newark
Boston
Grantham
Burton
Trent Jun.
Stafford
Rugeley
Lichfield
Tamworth
Leicester
Peterborough
Market Harborough
Rugby
Coventry
Birmingham
Wolverhampton
Walsall
Dudley
Stourbridge
Kidderminster
Shrewsbury
Wellington
Crewe
Chester
Warrington
Wigan
Manchester
Stockport
Liverpool
Birkenhead
Preston
Blackburn
Bolton
Rochdale
Burnley
Colne
Skipton
Lancaster
Fleetwood
Barrow
Ulverston
Windermere
Penrith
Cockermouth
Workington
Whitehaven
Keswick
Appleby
Kirkby Stephen
Tebay Jun.
Shap
Gretna
Annan
Dalbeattie
Newton Stewart
Portpatrick
Wigtown
Ayr
Irvine
Troon
Ardrossan
Largs
Greenock
Helensburgh
Dumbarton
Balloch
Callander
Doune
Dunblane
Bridge of Allan
Alloa
Kinross
Perth
Forfar
Brechin
Aberfeldy
Blair Athole
Fort William
Oban
Inverness
Loch Ness
Loch Lomond
Loch Awe
Caledonian Canal
Firth of Clyde
Firth of Forth
Firth of Tay
Firth of Solway
Mull of Kintyre
Isle of Man
Douglas
Castletown
Ramsey
IRISH SEA
Holyhead
Irish Mail
Bangor
Conway
Llandudno
Rhyl
Flint
Denbigh
Wrexham
Ruabon
Llangollen
Oswestry
Welshpool
Montgomery
Machynlleth
Aberystwith
Barmouth
Dolgelly
Portmadoc
Pwllheli
Carnarvon
Menai Straits
Llandudno
Abergavenny
Merthyr
Brecon
Hereford
Worcester
Malvern
Tewkesbury
Gloucester
Ross
Cheltenham
Stroud
Swindon
Bristol
Chepstow
Newport
Cardiff
Penarth
Neath
Tenby
Pembroke
Carmarthen
Llandilo
Builth
Lampeter
Cardigan
Aberystwith
Knighton
Craven Arms
Ludlow
Bridgnorth
Wellington
Stafford
Wolverhampton
Dudley
Stourbridge
Kidderminster
Worcester
Droitwich
Warwick
Leamington
Coventry
Nuneaton
Tamworth
Lichfield
Rugeley
Burton
Trent Jun.
Derby
Nottingham
Newark
Boston
Grantham
Lincoln
Gainsborough
Retford
Doncaster
Wakefield
Bradford
Leeds
Selby
Goole
Hull
Beverley
Hornsea
Withernsea
Driffield
Bridlington
Scarborough
Whitby
Middlesbro
Stockton
Darlington
Richmond
Northallerton
Thirsk
Ripon
Harrogate
Skipton
Malton
York
Selby
Goole
Doncaster
Rotherham
Sheffield
Chesterfield
Matlock
Buxton
Ashbourne
Uttoxeter
Stone
Crewe
Nantwich
Whitchurch
Wem
Oswestry
Ruabon
Wrexham
Chester
Sandbach
Middlewich
Northwich
Warrington
Stockport
Manchester
Wigan
Bolton
Rochdale
Burnley
Colne
Skipton
Settle
Lancaster
Preston
Blackburn
Bolton
Southport
Ormskirk
Liverpool
Birkenhead
Chester
Flint
Rhyl
Llandudno
Conway
Bangor
Holyhead
Irish Mail
Menai Straits
Carnarvon
Portmadoc
Barmouth
Dolgelly
Pwllheli
Aberystwith
Machynlleth
Montgomery
Welshpool
Oswestry
Shrewsbury
Wellington
Ludlow
Craven Arms
Knighton
Builth
Lampeter
Cardigan
Carmarthen
Llandilo
Whitland
Tenby
Pembroke
Ford Haven
Neath
Cardiff
Penarth
Newport
Chepstow
Bristol
Swindon
Didcot Jun.
Henley
Reading
Windsor
Staines
Watford
St Albans
Luton
Bedford
Cambridge
Huntingdon
Peterborough
Wisbech
Stamford
Wellingborough
Northampton
Blisworth
Towcester
Banbury
Buckingham
Bletchley
Leighton
Aylesbury
Cheddington
Tring
Oxford
Furringdon
Stroud
Gloucester
Cheltenham
Ross
Hereford
Malvern

CALEDONIAN S. P. COMPANY'S
S.S. "Duchess of Hamilton."



CALEDONIAN
RAILWAY COMPANY'S
Central Station Hotel,
GLASGOW.



GLASGOW 1893.